Planning & Zoning Board
Regular Meeting

Agenda
July 7, 2026 @ 5:00 PM
City Hall Commission Chambers
401 S. Park Avenue

welcome
Agendas and all backup material supporting each agenda item are accessible via the city's website at cityofwinterpark.org/meetings/ and include virtual meeting instructions.

decorum
As a courtesy to those present, please silence your mobile devices. If you must take a phone call, please excuse yourself and step outside.

Members of the public shall observe the same rules of propriety, decorum and good conduct applicable to members of the Board. Persons making remarks or exhibiting behavior that disrupts the orderly conduct of this meeting will be subject to removal from the meeting.

assistance & appeals
Persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk's Office (407-599-3277) at least 48 hours in advance of the meeting.

"If a person decides to appeal any decision made by the Board with respect to any matter considered at this hearing, a record of the proceedings is needed to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based." (F.S. 286.0105).

board member compliance
Board/Committee members when acting within the scope of their public duties are subject to the Florida Sunshine Law (Ch. 286. F.S.), Florida Public Records Act (Ch. 119, F.S.) and state ethics laws (Ch. 112, F.S.). All discussions with any other board member(s) regarding public items that are likely to come before the board/committee must occur on the record during a public meeting. No member shall vote upon, and no appointed member shall attempt to influence, any item considered which would inure to the special private gain or loss of the member, any principal/parent/subsidiary retaining the member, or any relative or business associate of the member. Members must announce their conflict and file a written conflict disclosure with the City Clerk within 15 days of the meeting.

1. **Call to Order**

2. **Selection of Chair and Vice Chair**

3. **Consent Agenda**

   a. Minutes of June 2, 2026. 1 minute

4. **Public Comments (for items not on the agenda): Three minutes allowed for each speaker**

5. **Public Hearings (Public participation and comment on these matters must be in person.)**

   a. SPR #26-08. Request of Ryan Raczkowski with Factotum Worldwide LLC for: Approval to construct a two-story, 1,000 square-foot detached accessory structure on the property located at 161 Palmer Avenue on Lake Maitland, zoned R-1AAA. **THE APPLICANT HAS REQUESTED TO TABLE THIS ITEM TO THE AUGUST 4TH, 2026 REGULAR MEETING.** 1 minute

   b. SPR #26-07. Request of William Wendorf for: Approval to construct a two-story, 582 square feet addition to the existing, single-family home, located on Lake Killarney, at 2154 Lake Drive, zoned R-1A. 10 minutes

   c. SPR #26-09. Request of David Runnels on behalf of the homeowners for approval to construct a new, single-story, 1,382 square-foot addition to the existing single-family home located at 147 Virginia Drive on Lake Virginia, zoned R-1AAA. 10 minutes

   d. SPR #26-06. Request of Charles Fitzgerald for approval to construct a new, two-story, 6,054 square-foot single-family home located at 681 Balmoral Road on Lake Berry, zoned R-1AAA. 10 minutes

   e. CU #26-01. Request of GAI Consultants, Inc. for: Conditional Use approval for the property located at 210 E. Morse Boulevard (zoned R-4), on behalf of El Cortez, LTD (property owner), in conjunction with Chabad of Greater Orlando, for a project consisting of five townhome units fronting Morse Boulevard, which will be two stories in height plus partially below-level basement garages for parking; and a three-story synagogue building fronting Knowles Avenue, including an underground parking garage, a place of worship with rooftop deck for associated functions, and a daycare facility. **THE APPLICANT HAS REQUESTED TO TABLE THIS ITEM TO THE AUGUST 4TH, 2026 REGULAR MEETING.** 60 minutes

f. CU #26-04. Request of Rebecca Wilson, Lowndes-Law, on behalf of WP Station Tower, LLC (property owner) for: Conditional Use approval to establish a 301-seat restaurant and 50-seat café within the existing office building located at 1560 North Orange Avenue, zoned O-1. — 60 minutes

6. Action Items

7. Non-Action Items

8. Staff Updates

9. Board Comments

10. Upcoming Agenda Items

11. Adjournment

Planning & Zoning Board

agenda item 3.a

item type
Consent Agenda

meeting date
July 7, 2026

prepared by
Mary Jean, Administrative Coordinator IV

approved by

subject
Minutes of June 2, 2026.

motion | recommendation

background

alternatives | other considerations

fiscal impact

attachments
1. Draft Planning & Zoning Board Regular Meeting Minutes

Planning & Zoning Board Regular Meeting Minutes

June 2, 2026 at 5:00 PM

City Hall Commission Chambers
401 S. Park Avenue

Present
Alex Stringfellow, Jason Johnson, Bill Segal, Charles Steinberg, Michael Dick, Samuel King

Absent
Vashon Sarkisian

Staff Present
City Attorney Dan Langley, Director of Planning & Zoning Allison McGillis, Planner II Nicholas Lewis, Planner I Corinna Lundgren, Administrative Coordinator Mary Jean

1. Call to Order

Chairman Johnson called the meeting to order at 5:00 p.m.

2. Consent Agenda

a. Minutes of May 5, 2026.

No one from the public wished to speak. The public hearing was closed.

Motion made by Michael Dick, seconded by Charles Steinberg, for approval of the May 5, 2026, meeting minutes.

The motion carried unanimously by a 6-0 vote. (Vashon Sarkisian was absent from the meeting.)

3. Public Comments (for items not on the agenda): Three minutes allowed for each speaker

No one from the public wished to speak. The public hearing was closed.

4. Public Hearings (Public participation and comment on these matters must be in person.)

a. SPR #26-05. Request of Nasrallah Design Studios for: Approval to construct additions to the existing, single-family home, totaling 1,907 square feet, located on Lake Berry, at 1128 Preserve Point Drive, zoned PURD.

Ms. Lundgren introduced the new Board member, Samuel King, who was appointed by City Commissioner Craig Russell. She then went on to give a brief overview of what a lakefront review entails.

Ms. Lundgren then provided a summary of the hearing request. She noted that the area was zoned PURD. She then indicated that the applicant's proposal met floor area ratio, impervious coverage, and lake front setback requirements. She added that the proposed garage and pool house additions were well within the setback lines of the property. Ms. Lundgren went on to note that the views from the lake and the neighbor views would not be affected. She also indicated that the stormwater retention requirements would be met because the property had four existing swales and the applicant was proposing two additional ones.

Staff recommendation was for approval.

The Board inquired about the front yard permeability percentage.

No one from the public wished to speak. The public hearing was closed.

Motion made by Charles Steinberg, seconded by Michael Dick, for approval to construct additions to the existing, single-family home, totaling 1,907 square feet, located on Lake Berry, at 1128 Preserve Point Drive, zoned PURD.

The motion carried by a 6-0 vote. (Vashon Sarkisian was absent from the meeting.)

b. CPA #25-05. Request of Tara Tedrow: An Ordinance amending Chapter 58 "Land Development Code" Article, I, "Comprehensive Plan" so as to add a new policy within the text of the Future Land Use Element to permit the subdivision or lot split of lakefront property that meets specific criteria.

Mrs. McGillis provided a summary of the request. She noted that the proposed amendment to the city's Comprehensive Plan would create a new exception allowing the subdivision of certain lakefront properties. She explained that the proposal would effectively apply to only one property: 1020 Palmer Avenue. She indicated that current policy prohibits the subdivision of lakefront estates to preserve larger lots, lower residential density, and the character of the city's lakefront neighborhoods, with only limited existing exceptions for historic properties and certain locations. She then explained that the applicant was requesting a new policy permitting the division of lakefront properties that meet very specific criteria, including a minimum of 3.5 upland acres, R-1AAA zoning, and a single-family residential future land use designation. The proposal would allow the property to be divided into two lots, each with at least 150

feet of lake and street frontage and a minimum of 1.5 upland acres. Mrs. McGillis noted that these requirements are so restrictive that no other property in the city currently qualifies. She also noted that the applicant was proposing limiting the combined gross floor area of homes on the two new lots to 40,000 square feet, significantly less than the nearly 56,000 square feet that could be built if the property remained a single lot under existing regulations. She then reviewed how the proposal compared with surrounding development, explaining that the resulting lots would still be substantially larger than neighboring properties and would comply with zoning requirements without requiring variances. Conceptual drawings illustrated both the proposed subdivision and what could be built under the current single-lot configuration. The proposed split would reduce the maximum overall development potential while still creating two large estate-sized lots.

Mrs. McGillis indicated that there was an existing historic home located on the property, a 1939 residence designed by James Gamble Rogers and known as Merrywood. Although the home is listed on the Florida Master Site File and identified by the city as a potential historic landmark, it is not currently designated on the city's historic register. Staff noted that the home's location on the eastern portion of the property makes it feasible to preserve during a subdivision. Rather than supporting the applicant's proposal, staff recommended an alternative Comprehensive Plan policy centered on historic preservation. Under the alternative, a lakefront lot could be split only if a pre-1950 home were designated on the Winter Park Register of Historic Places. The resulting lots would each need at least 110 feet of lake and street frontage and a minimum of 52,000 square feet of upland area. Staff explained that this approach would preserve the existing historic home while still allowing one additional lakefront lot. Like the applicant's proposal, the alternative would effectively apply only to this property because no other parcel in the city meets the combination of size, frontage, and historic-home requirements.

Mrs. McGillis then outlined the three recommendation options for the board: recommend approval of the applicant's proposed Comprehensive Plan amendment, recommend denial and retain the existing prohibition on lakefront lot splits, or recommend moving forward with staff's alternative policy focused on preserving historic homes while allowing a limited subdivision under narrowly defined circumstances.

Discussion then ensued about the following:

- Staff's proposed policy and whether it differed from the proposal discussed in the previous Board work session.
- Minimum lot width and setback requirements.
- Applicability of the proposed policy to the subject property.
- Historic designation of Merrywood as a condition for a lot split.

- Applicant's position on the staff proposal.
- Whether historic designation requires preservation of the existing home.
- Historic Preservation Board's authority over renovations, additions, and demolition.
- Benefits and drawbacks of historic designation for property owners.
- Potential scale of future development if the lot is not split.
- Applicant's conceptual home examples and Land Development Code compliance.
- Typical use of maximum floor area ratio (FAR) in residential development.
- Historical trends in approved FAR for similar projects.
- Property owner's position on historic designation.
- Comparison of setbacks for potential new development and the nearby Hagle House.

The applicant, Tara Tedrow of 1473 Kelso Boulevard, Windermere, FL 34786, addressed the Board. Ms. Tedrow explained that extensive efforts were made over many months to preserve the Merrywood property, including working with preservation organizations, marketing the property to prospective buyers, hosting nearly 100 vetted tours, and commissioning a structural engineering report. Despite these efforts, no buyer was willing to purchase and restore the home, and the engineering report concluded that the house suffered from serious structural problems and should not be saved. She emphasized that demolition is financially unavoidable but expressed support for preserving the home's history through salvaging architectural elements and documenting the property. Ms. Tedrow presented a proposal to divide the unique 3.67-acre lakefront property into two estate-sized lots of at least 1.5 acres each while limiting the allowable floor area of future homes. She argued that this approach better aligns with Winter Park's Comprehensive Plan by preserving neighborhood scale, character, and estate-lot development. She contended that leaving the property as a single parcel could allow the construction of an extremely large mansion—potentially over 50,000 square feet under existing regulations—which would be out of scale with surrounding homes. She then cited Comprehensive Plan policies emphasizing neighborhood character, estate preservation, and flexibility for unique circumstances, arguing that the proposed lot split with floor area restrictions would produce a more appropriate long-term outcome for the property and the surrounding neighborhood.

Discussion ensued, and Ms. Tedrow was questioned about whether the proposed Comprehensive Plan amendment was intentionally crafted to apply only to the Merrywood property, which she confirmed, stating no other property in the city would qualify. She was also asked why she sought a property-specific amendment rather than revising the existing policy prohibiting lakefront lot splits. Ms. Tedrow responded that the proposal addressed a unique circumstance while preserving the city's broader goals of maintaining large estate lots and neighborhood character. When asked about the city's alternative proposal requiring historic designation, she said she opposed it

because extensive efforts over 11 months had failed to find a buyer willing to preserve the house, making demolition unavoidable.

The Board heard public comment from the following residents:

In favor:

Mick Night of 1160 Tom Gurney Drive, Winter Park, FL 32789 and David Bornstein of 1670 Mayfield Avenue, Winter Park, FL 32789.

Opposed:

Aimee Spencer of 1509 Orange Avenue, Winter Park, FL 32789 and Michael Spencer of 1509 Orange Avenue, Winter Park, FL 32789.

Did not confirm favor of or opposition to the request:

John Skolfield of 358 Vitoria Avenue, Winter Park, FL 32789 and Scott Peelen of 1555 Lakehurst Ave, Winter Park, FL 32789.

No one else from the public wished to speak. The public hearing was closed.

Ms. Tedrow addressed the Board and reiterated that extensive efforts were made to find a buyer willing to preserve the Merrywood property, but none emerged despite outreach to preservation groups and prospective purchasers. She explained that property pricing reflected market values rather than the owners' preferences and argued that the proposal was based on existing Comprehensive Plan policies governing floor area ratio and neighborhood scale, not intended as a scare tactic. She maintained that this unique 3.67-acre property warranted a narrowly tailored exception allowing a split into two estate-sized lots with limits on home size to better preserve the character of the surrounding neighborhood.

After confirming that the applicant would not proceed if historic preservation of Merrywood were required, the Board began deliberations. Several members expressed support for the proposed amendment, concluding that preserving the house was no longer feasible and that allowing the property to be divided into two large estate lots with development controls would better protect Winter Park's scale and character than allowing a single, much larger home under existing regulations. Supporters also emphasized respect for private property rights and viewed the proposal as a practical compromise.

Other Board members opposed the amendment, arguing that the city's Comprehensive Plan clearly prohibits lakefront lot splits to preserve large lakefront estates and that

creating a policy applicable to only one property would constitute an inappropriate special exception. They maintained that any change should be made by amending the existing Comprehensive Plan policy rather than adopting a property-specific provision. Opponents also questioned whether fears of an oversized future home justified altering long-standing policy and raised concerns about potential legal risks associated with granting unique development rights to a single property.

Motion made by Bill Segal, seconded by Charles Steinberg, for approval of an Ordinance amending Chapter 58 "Land Development Code" Article, I, "Comprehensive Plan" so as to add a new policy within the text of the Future Land Use Element to permit the subdivision or lot split of lakefront property that meets specific criteria, as outlined below:

- **Policy 1-5.1.8: Additional Lakefront Lot Considerations. Notwithstanding anything to the contrary contained herein, the City shall permit the subdivision or lot split of a lakefront property with a minimum of 3.5 upland acres, which is zoned R-1AAA, and has a Single Family Residential Future Land Use designation (which lot exists as of October 1, 2025) into two resultant lots subject to the following standards:**

    1. **each lot shall have 150 feet of frontage on both the lake and street, and**
    2. **each lot shall be a minimum of 1.5 acres each and**
    3. **the total gross floor area between the two lots may equal, but shall not exceed, 40,000 square feet; provided the final gross floor area of each lot shall be determined at site plan review and in no event shall either lot's gross floor area exceed a 35% FAR.**

The motion carried by a 4-2 vote. (In Favor: Charles Steinberg, Bill Segal, Alex Stringfellow, and Sam King. Opposed: Jason Johnson and Michael Dick. Vashon Sarkisian was absent from the meeting.)

5. Action Items

6. Non-Action Items

7. Staff Updates

Mrs. McGillis reminded the Board about the upcoming Board appreciation event scheduled for June 18th from 5:30 p.m. to 7:00 p.m. at the city's event center.

8. Board Comments

9. Upcoming Agenda Items

10. Adjournment

The meeting adjourned at 6:59 p.m.

ATTEST:

_____

/s/ Mary Jean, Board Secretary

Planning & Zoning Board

agenda item 5.a

item type
Public Hearings (Public participation and comment on these matters must be in person.)

meeting date
July 7, 2026

prepared by
Corinna Lundgren, Planner I

approved by

subject
SPR #26-08. Request of Ryan Raczkowski with Factotum Worldwide LLC for: Approval to construct a two-story, 1,000 square-foot detached accessory structure on the property located at 161 Palmer Avenue on Lake Maitland, zoned R-1AAA. **THE APPLICANT HAS REQUESTED TO TABLE THIS ITEM TO THE AUGUST 4TH, 2026 REGULAR MEETING.**

motion | recommendation

background

alternatives | other considerations

fiscal impact

attachments
None

Planning & Zoning Board

agenda item 5.b

item type
Public Hearings (Public participation and comment on these matters must be in person.)

meeting date
July 7, 2026

prepared by
Corinna Lundgren, Planner I

approved by
Allison McGillis, Director of Planning and Zoning

subject
SPR #26-07. Request of William Wendorf for: Approval to construct a two-story, 582 square feet addition to the existing, single-family home, located on Lake Killarney, at 2154 Lake Drive, zoned R-1A.

motion | recommendation
Staff recommendation is for approval.

background
The applicant and homeowner, William Wendorf, is requesting approval to construct a 582 square-foot addition, located at 2154 Lake Drive on Lake Killarney. The property is zoned R-1A, and the unsubmerged portion of the property is 22,298 square feet in size. The proposed impervious lot coverage of 6,583 square feet equals 29.5%, which is under the maximum 50% as the code allows. The maximum Floor Area Ratio (FAR) for properties over 12,500 square feet in size is 35% of the lot area or 5,000 square feet, whichever is greater. The applicant is proposing 582 square feet in additions, totaling 3,365 square feet, which equates to a FAR of 15%, and under the 7,804 allowable square feet, meeting this requirement.

The applicant's proposal includes a two-story addition in the south-west corner of the home. The addition is designed to follow the existing first-floor side setback. At its closest point, the setback is just under 12 feet. The furthest point has a setback of 18 feet. The required setbacks are 14 feet and 19 feet, respectively.

Lakefront Lot Review Criteria:

Tree Preservation
The purpose and intent of the lakefront lots section of the code states that existing trees shall be preserved to the degree reasonably possible. No trees are being removed as part of this proposal, and therefore, the applicant meets this requirement.

View from the Lake

The code direction is to minimize stem walls or retaining walls facing the lake. Generally, the policy does not permit such walls/swimming pool decks facing the lake in excess of three (3) feet in height. No such component is being proposed as part of this request.

View of Neighbors
The code direction is to minimize the degradation of traditional views across properties by new houses, additions, second-story additions, etc., alongside property lines toward the lake that may block traditional views of the neighbors.

The average lakefront setback is roughly 108 feet. The neighbor to the west has a lakefront setback of roughly 116 feet from the accessory structure on the property. The lakefront setback of the neighbor to the east is roughly 100 feet. The existing home has a lakefront setback of about 130 feet, and the two-story addition sits behind the existing home with a proposed lakefront setback of about 131 feet. The proposal also sits behind the two neighbors. In addition, the curvature of the lake creates a southwestern-facing lake view and therefore would not have any significant effect on the traditional view of the lake by the neighbors.

Stormwater Retention
The code requires the retention of stormwater. The amount of impervious surface on the lot determines the needed depth/size of the retention. In this case, the applicant is proposing a small retention area between the pool area and the addition for the extra 335 square feet of impervious coverage, meeting the required retention.

Summary
Overall, the plans meet the intent of the lakefront review criteria.

alternatives | other considerations

fiscal impact

attachments

1. survey - 2154 Lake Dr
2. 2154 Lake Dr - Maps
3. Plan Set - 2154 Lake Dr

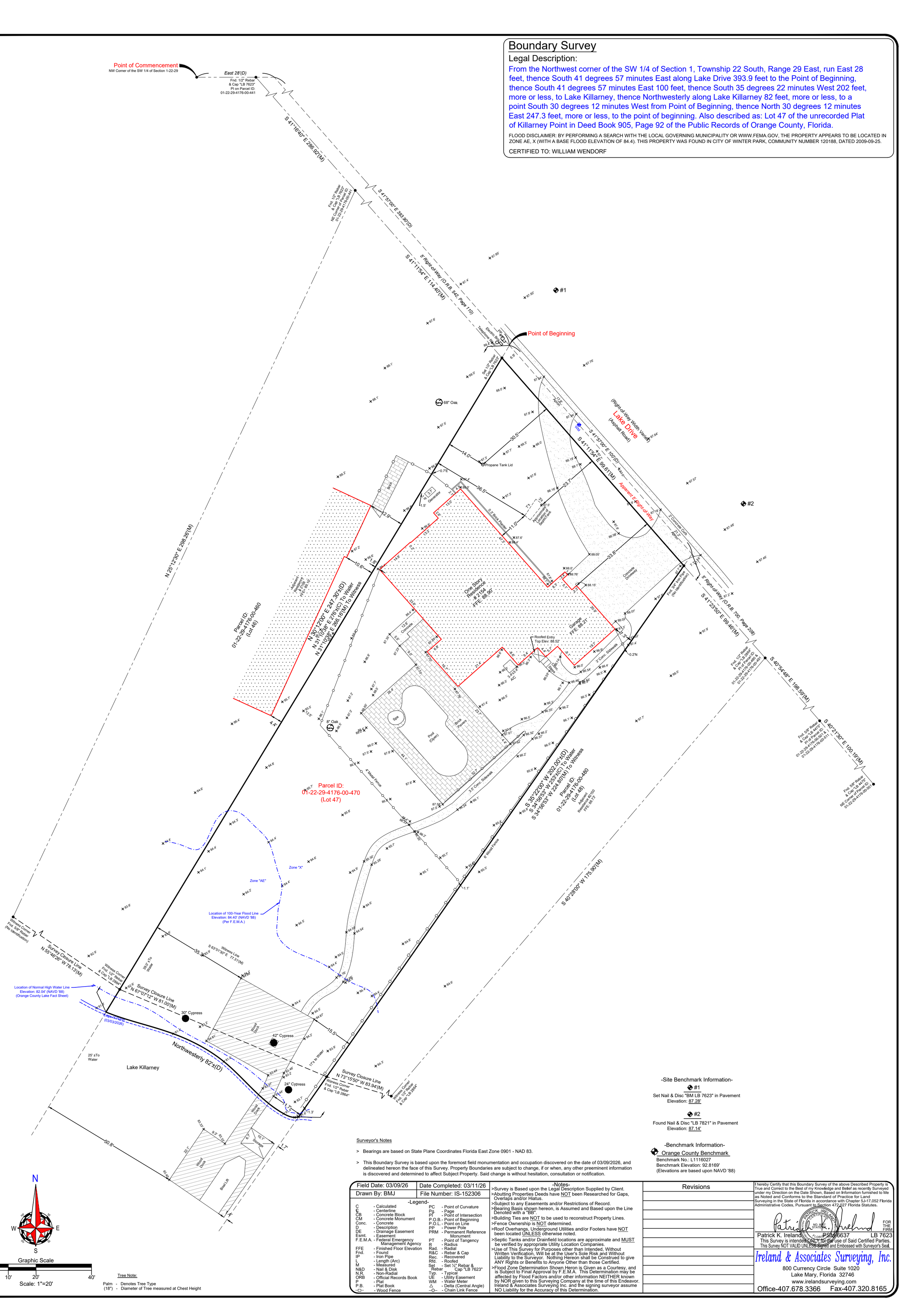
Boundary Survey

Legal Description:

From the Northwest corner of the SW 1/4 of Section 1, Township 22 South, Range 29 East, run East 28 feet, thence South 41 degrees 57 minutes East along Lake Drive 393.9 feet to the Point of Beginning, thence South 41 degrees 57 minutes East 100 feet, thence South 35 degrees 22 minutes West 202 feet, more or less, to Lake Killarney, thence Northwesterly along Lake Killarney 82 feet, more or less, to a point South 30 degrees 12 minutes West from Point of Beginning, thence North 30 degrees 12 minutes East 247.3 feet, more or less, to the point of beginning. Also described as: Lot 47 of the unrecorded Plat of Killarney Point in Deed Book 905, Page 92 of the Public Records of Orange County, Florida.

FLOOD DISCLAIMER: BY PERFORMING A SEARCH WITH THE LOCAL GOVERNING MUNICIPALITY OR WWW.FEMA.GOV, THE PROPERTY APPEARS TO BE LOCATED IN ZONE AE, X (WITH A BASE FLOOD ELEVATION OF 84.4). THIS PROPERTY WAS FOUND IN CITY OF WINTER PARK, COMMUNITY NUMBER 120188, DATED 2009-09-25.

CERTIFIED TO: WILLIAM WENDORF



Surveyor's Notes

> Bearings are based on State Plane Coordinates Florida East Zone 0901 - NAD 83.

> This Boundary Survey is based upon the foremost field monumentation and occupation discovered on the date of 03/09/2026, and delineated hereon the face of this Survey. Property Boundaries are subject to change, if or when, any other preeminent information is discovered and determined to affect Subject Property. Said change is without hesitation, consultation or notification.

-Site Benchmark Information-

#1
Set Nail & Disc "BM LB 7623" in Pavement
Elevation: 87.28'

#2
Found Nail & Disc "LB 7821" in Pavement
Elevation: 87.14'

-Benchmark Information-

Orange County Benchmark
Benchmark No.: L1116027
Benchmark Elevation: 92.8169'
(Elevations are based upon NAVD '88)

Tree Note:

Palm - Denotes Tree Type
(18") - Diameter of Tree measured at Chest Height

Field Date: 03/09/26	Date Completed: 03/11/26
Drawn By: BMJ	File Number: IS-152306

-Legend-

C	- Calculated	PC	- Point of Curvature
℄	- Centerline	Pg.	- Page
CB	- Concrete Block	PI	- Point of Intersection
CM	- Concrete Monument	P.O.B.	- Point of Beginning
Conc.	- Concrete	P.O.L.	- Point on Line
D	- Description	PP	- Power Pole
DE	- Drainage Easement	PRM	- Permanent Reference Monument
Esmt.	- Easement	PT	- Point of Tangency
F.E.M.A.	- Federal Emergency Management Agency	R	- Radius
FFE	- Finished Floor Elevation	Rad.	- Radial
Fnd.	- Found	R&C	- Rebar & Cap
IP	- Iron Pipe	Rec.	- Recovered
L	- Length (Arc)	Rfd.	- Roofed
M	- Measured	Set	- Set ½" Rebar & Cap "LB 7623"
N&D	- Nail & Disk	Typ.	- Typical
N.R.	- Non-Radial	UE	- Utility Easement
ORB	- Official Records Book	WM	- Water Meter
P	- Plat	△	- Delta (Central Angle)
P.B.	- Plat Book	–□–	- Chain Link Fence
–□–	- Wood Fence	–O–	- Chain Link Fence

-Notes-

>Survey is Based upon the Legal Description Supplied by Client.
>Abutting Properties Deeds have NOT been Researched for Gaps, Overlaps and/or Hiatus.
>Subject to any Easements and/or Restrictions of Record.
>Bearing Basis shown hereon, is Assumed and Based upon the Line Denoted with a "BB".
>Building Ties are NOT to be used to reconstruct Property Lines.
>Fence Ownership is NOT determined.
>Roof Overhangs, Underground Utilities and/or Footers have NOT been located UNLESS otherwise noted.
>Septic Tanks and/or Drainfield locations are approximate and MUST be verified by appropriate Utility Location Companies.
>Use of This Survey for Purposes other than Intended, Without Written Verification, Will be at the User's Sole Risk and Without Liability to the Surveyor. Nothing Hereon shall be Construed to give ANY Rights or Benefits to Anyone Other than those Certified.
>Flood Zone Determination Shown Heron is Given as a Courtesy, and is Subject to Final Approval by F.E.M.A. This Determination may be affected by Flood Factors and/or other information NEITHER known by NOR given to this Surveying Company at the time of this Endeavor. Ireland & Associates Surveying Inc. and the signing surveyor assume NO Liability for the Accuracy of this Determination.

Revisions

I hereby Certify that this Boundary Survey of the above Described Property is True and Correct to the Best of my Knowledge and Belief as recently Surveyed under my Direction on the Date Shown, Based on Information furnished to Me as Noted and Conforms to the Standard of Practice for Land Surveying in the State of Florida in accordance with Chapter 5J-17.052 Florida Administrative Codes, Pursuant to Section 472.027 Florida Statutes.

Patrick K. Ireland — PSM 6637 — LB 7623
This Survey is intended ONLY for the use of Said Certified Parties.
This Survey NOT VALID UNLESS Signed and Embossed with Surveyor's Seal.

Ireland & Associates Surveying, Inc.
800 Currency Circle Suite 1020
Lake Mary, Florida 32746
www.irelandsurveying.com
Office-407.678.3366 Fax-407.320.8165


Rippling Ln
Turner
Blossom Ln
Boltnott Ln
Winter Park
Lake Dr
Lake
Killarney
N



N

DESIGN TEAM

VERTICAL LABS DESIGN STUDIO

Daniel Vaughn, Lead Designer
500 N. Maitland Ave. Ste. 215
Maitland, Fl. 32751
Phone: (321) 972-3576

AREA CALCULATIONS

LOT	22,298 S.F.
FIRST FLOOR LIVING	2,712 S.F.
SECOND FLOOR LIVING	247 S.F.
TOTAL LIVING	2,959 S.F.
2-CAR GARAGE	406 S.F.
FRONT ENTRY	15 S.F.

IMPERVIOUS LOT COVERAGE

SINGLE FAMILY 50%=11,149 S.F.

FIRST FLOOR LIVING	2,712 S.F.
2-CAR GARAGE	406 S.F.
FRONT ENTRY	15 S.F.
WALKWAYS	690 S.F.
DRIVEWAY	1,593 S.F.
POOL DECK	1,167 S.F.
TOTAL	6,583 S.F.= 29.5 %

MAXIMUM BUILDING COVERAGE

SINGLE FAMILY 40%=8,919 S.F.

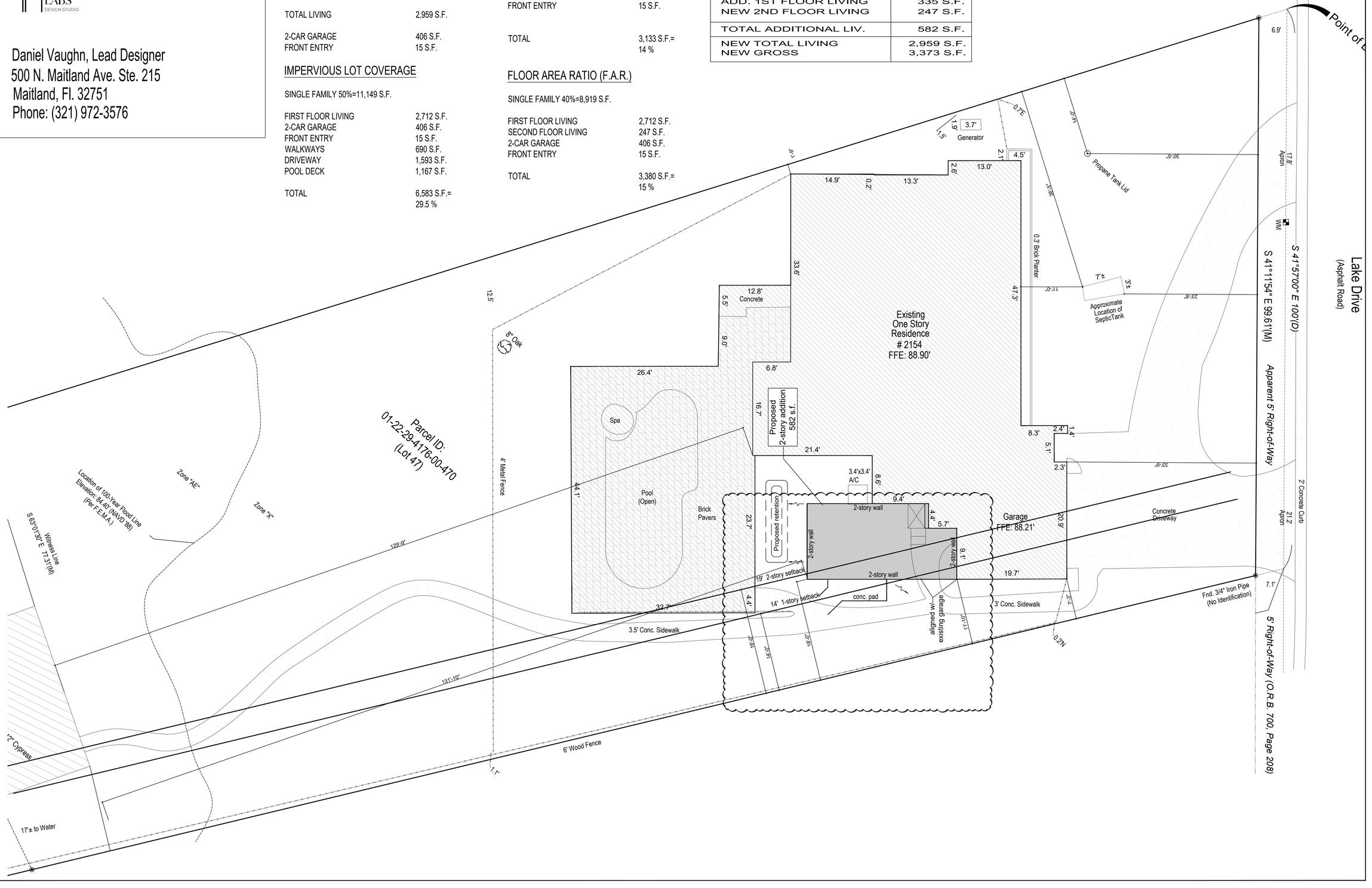
FIRST FLOOR LIVING	2,712 S.F.
2-CAR GARAGE	406 S.F.
FRONT ENTRY	15 S.F.
TOTAL	3,133 S.F.= 14 %

FLOOR AREA RATIO (F.A.R.)

SINGLE FAMILY 40%=8,919 S.F.

FIRST FLOOR LIVING	2,712 S.F.
SECOND FLOOR LIVING	247 S.F.
2-CAR GARAGE	406 S.F.
FRONT ENTRY	15 S.F.
TOTAL	3,380 S.F.= 15 %

AREA CALCULATIONS	
EXISTING LIVING EXISTING GROSS	2,377 S.F. 2,791 S.F.
ADD. 1ST FLOOR LIVING NEW 2ND FLOOR LIVING	335 S.F. 247 S.F.
TOTAL ADDITIONAL LIV.	582 S.F.
NEW TOTAL LIVING NEW GROSS	2,959 S.F. 3,373 S.F.



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VERTICAL LABS DESIGN STUDIO

www.VLdesignstudio.com

MEMBER AIBD AMERICAN INSTITUTE of BUILDING DESIGN

Vertical Labs, LLC
500 N. Maitland Ave. Suite 215
Maitland, FL 32751
Phone (321) 972-3576

DESIGN TEAM

Wendorf Residence
2154 Lake Dr.
Winter Park, FL 32789

SITE STUDY

DRAWN: DTV
DATE: 6.1.26
CHKD:
SCALE: 1/4" = 1'-0"

alba ENGINEERING
C.A. #30556
DANIEL SOUTER, P.E.
P.E.# 63901
P.O. BOX 547774
ORLANDO, FL 32854
PHONE: (407) 421-4866

LICENSE NUMBER:
DANIEL SOUTER, P.E.
#63901

SHEET NUMBER:

AS1.1

AREA CALCULATIONS	
NEW 1ST FLOOR LIVING	335 S.F.
NEW 2ND FLOOR LIVING	247 S.F.
ADDITIONAL LIVING	582 S.F.

FLOOR PLAN NOTES

- ALL DIMENSIONS ARE FROM FACE OF 7 ⅝" BLOCK WALL (OR EDGE OF FLOOR SLAB) TO FACE OF WALL STUD U.N.O.
- ALL INTERIOR WALLS ARE 3 ½" U.N.O.
- ALL SLEEPING ROOMS TO HAVE ARC FAULT CIRCUIT INTERRUPTER.
- ALL FULL HEIGHT BLOCK WALLS BETWEEN FILLED CELLS WITHOUT OPENINGS ARE SHEAR WALLS.

WINDOW ATTACHMENT TO BLOCK WALLS	2x WOOD BUCKS TO BLOCK WALL - HILTI PINS D8 .177 DIA. w/ 1-1/4" PENETRATION @ 16" O.C. OR 3/16" x 2-1/4" TAPCON SCREWS @ 24" O.C. (ATTACH WINDOWS TO BUCKS PER MANUFACTURER'S INSTRUCTIONS).
WINDOW ATTACHMENT TO WOOD FRAME WALLS	2x WOOD BUCKS TO WOOD STUDS OR POSTS W/ (2) 16d NAILS @ 8" O.C. (ATTACH WINDOWS TO BUCKS PER MANUFACTURER'S INSTRUCTIONS).
NOTE: VERIFY ALL ATTACHMENTS SHOWN ON DWGS. W/ WINDOW MANUFACTURER TO VERIFY COMPLIANCE W/ WIND LOAD REQUIREMENTS.	

WALL LEGEND

8'-0" BRG. A.F.F. MASONRY

EXISTING WALL

INT. LOAD BRG.

M.T.=METAL THRESHOLD

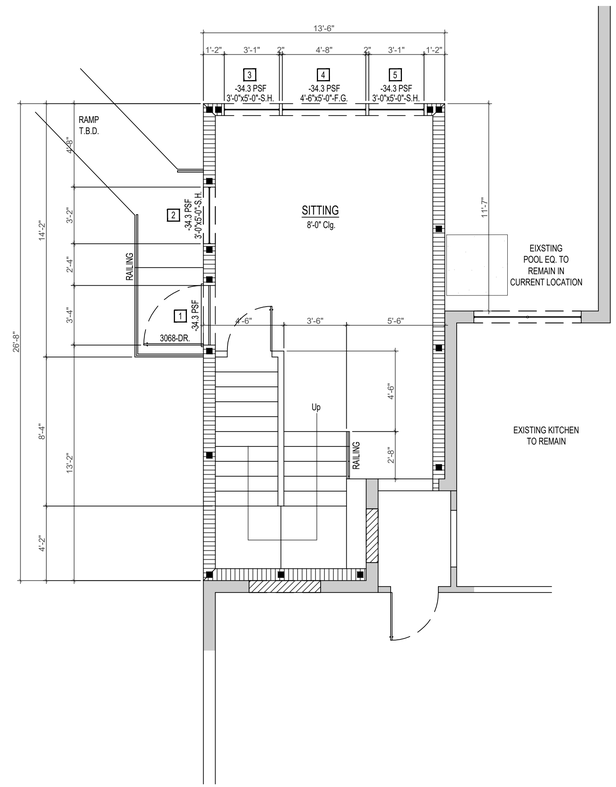
BUILDING AREA SQUARE FOOTAGE CALCULATIONS ARE DONE FOR INFORMATIONAL PURPOSES ONLY. BUILDER/OWNER TO VERIFY THAT THE CALCULATIONS ARE CORRECT.

IF A DOWEL IS MISSED, APPLY W/ EPOXY (SIMPSON SET OR HP-ET) W/ 6" EMBEDMENT. DRILL 3/4" Ø HOLES FOR #5 DOWELS.

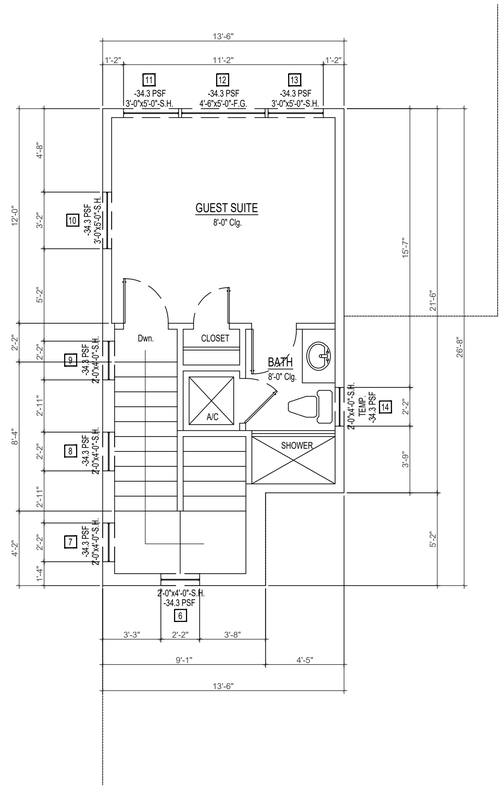
INDICATES INTERIOR BEARING WALLS

DOOR/WINDOW SCHEDULE

CALL #	WIDTH	HEIGHT	TYPE	GRILLES	NOTES
1	3'-0"	6'-8"	FRENCH DOOR	0	
2	3'-0"	5'-0"	SINGLE HUNG	0	
3	3'-0"	5'-0"	SINGLE HUNG	0	
4	4'-6"	5'-0"	SINGLE HUNG	0	
5	3'-0"	5'-0"	SINGLE HUNG	0	
6	2'-0"	4'-0"	SINGLE HUNG	0	
7	2'-0"	4'-0"	SINGLE HUNG	0	
8	2'-0"	4'-0"	SINGLE HUNG	0	
9	2'-0"	4'-0"	SINGLE HUNG	0	
10	3'-0"	5'-0"	SINGLE HUNG	0	
11	3'-0"	5'-0"	SINGLE HUNG	0	
12	4'-6"	5'-0"	SINGLE HUNG	0	
13	3'-0"	5'-0"	SINGLE HUNG	0	



1 FIRST FLOOR PLAN
1/4"=1'-0"



2 SECOND FLOOR PLAN
1/4"=1'-0"

ALL GRAPHIC AND WRITTEN MATERIAL CONTAINED HEREIN CONSTITUTES ORIGINAL AND UNPUBLISHED WORKS AND IS NOT TO BE COPIED, DISTRIBUTED OR USED IN WHOLE OR IN PART. WITHOUT EXPRESSED WRITTEN PERMISSION OF VERTICAL LABS, LLC. THIS DRAWING IS PROTECTED UNDER "ARCHITECTRUAL WORKS COPYRIGHT PROTECTION ACT OF 1990".

VERTICAL LABS DESIGN STUDIO

www.VLdesignstudio.com

MEMBER AIBD AMERICAN INSTITUTE of BUILDING DESIGN

Vertical Labs, LLC
500 N. Maitland Ave. Suite 215
Maitland, FL 32751
Phone (321) 972•3576

DESIGN TEAM

Wendorf Residence
2154 Lake Dr.
Winter Park, FL 32789

FLOOR PLANS

DRAWN: DTV

DATE: 6.1.26

CHKD:

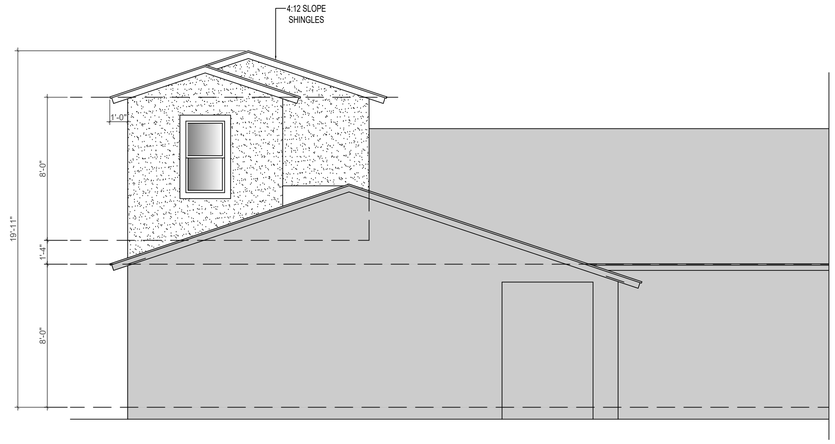
SCALE: 1/4" = 1'-0"

alba ENGINEERING
C.A. #30556
DANIEL SOUTER, P.E.
P.E.# 63901
P.O. BOX 547774
ORLANDO, FL 32854
PHONE: (407) 421-4866

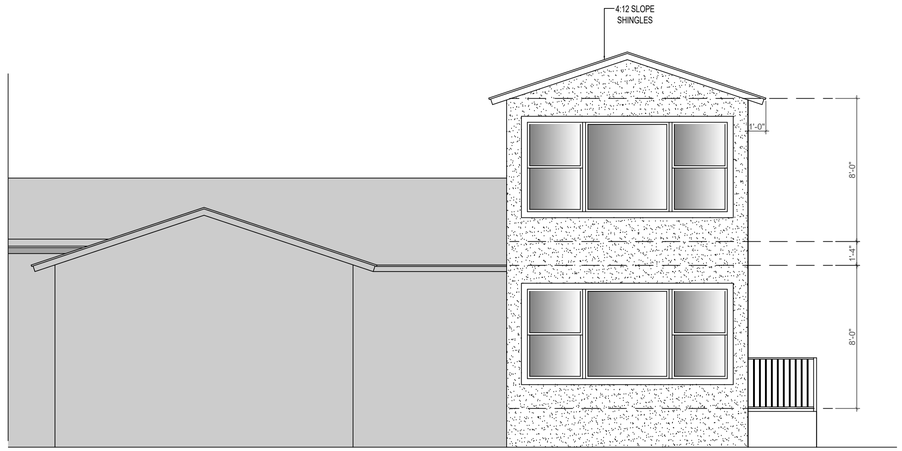
LICENSE NUMBER:
DANIEL SOUTER, P.E.
#63901

SHEET NUMBER:

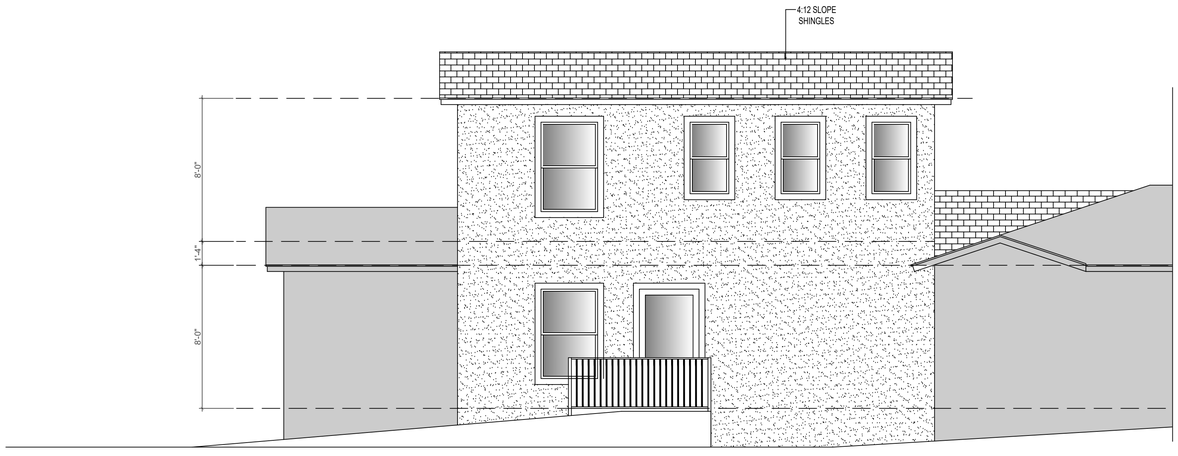
A1.1



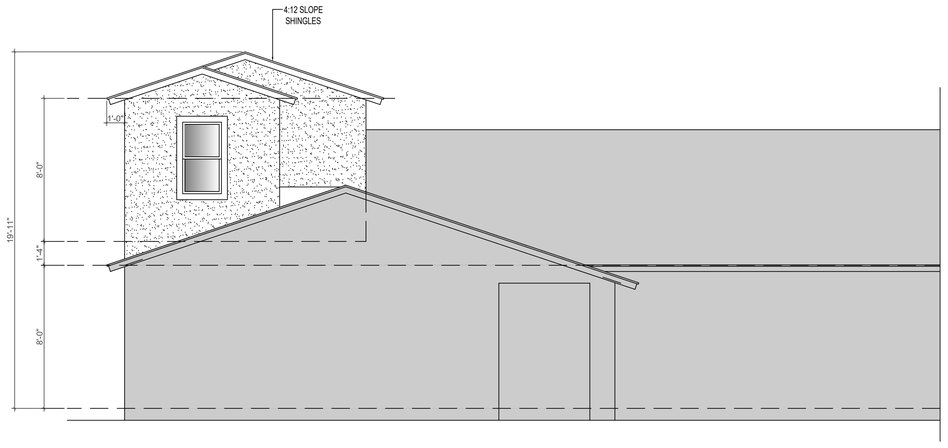
1 FRONT ELEVATION
1/4"=1'-0"



2 REAR ELEVATION
1/4"=1'-0"



3 LEFT ELEVATION
1/4"=1'-0"



4 RIGHT ELEVATION
1/4"=1'-0"

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Phone (321) 972•3576

DESIGN TEAM

Wendorf Residence
2154 Lake Dr.
Winter Park, FL 32789

EXTERIOR ELEVATIONS

DRAWN: DTV

DATE: 6.1.26

CHKD:

SCALE: 1/4" = 1'-0"

alba ENGINEERING
C.A. #30556
DANIEL SOUTER, P.E.
P.E.# 63901
P.O. BOX 547774
ORLANDO, FL 32854
PHONE: (407) 421-4866

LICENSE NUMBER:
DANIEL SOUTER, P.E.
#63901

SHEET NUMBER:

A2.1

Planning & Zoning Board

agenda item 5.c

item type
Public Hearings (Public participation and comment on these matters must be in person.)

meeting date
July 7, 2026

prepared by
Nicholas Lewis, Planner II

approved by
Allison McGillis, Director of Planning and Zoning

subject
SPR #26-09. Request of David Runnels on behalf of the homeowners for approval to construct a new, single-story, 1,382 square-foot addition to the existing single-family home located at 147 Virginia Drive on Lake Virginia, zoned R-1AAA.

motion | recommendation
Staff recommendation is for approval.

background
The applicant, David Runnels, on behalf of the homeowners, is requesting approval to construct a new, single-story, 1,382 square-foot primary suite addition to the existing home located at 147 Virginia Drive on Lake Virginia. The property is zoned R-1AAA, and the unsubmerged portion of the property is approximately 54,000 square feet in size. The proposed impervious lot coverage of 19,780 square feet is 37% of the total lot, which is under the maximum 50% as the code allows. The maximum Floor Area Ratio (FAR) for properties over 12,500 square feet is 35% of the lot area or 5,000 square feet, whichever is greater. The total square footage after the applicant's proposal is 10,164 square feet, which is under the maximum 18,900 square feet, meeting this requirement. Additionally, the proposal meets all applicable setback requirements.

Lakefront Lot Review Criteria:

Tree Preservation

The purpose and intent of the lakefront lots section of the code states that existing trees shall be preserved to the degree reasonably possible. No trees are being removed as part of this request. The 54-inch live oak shown in the proposed location of the addition was approved for removal as part of a Tree Removal Permit in 2022 due to failing health and condition.

View from the Lake

The code direction is to minimize the height and extent of stem walls or retaining walls facing the lake. Generally, the policy does not permit walls/swimming pool decks facing the lake in excess of three feet in height. In this case, the applicant's proposal does not include any applicable components as part of the addition.

Traditional Views of Neighbors

The code direction is to minimize the degradation of traditional views across properties by new houses, additions, second-story additions, etc., alongside property lines toward the lake that may block traditional views of the neighbors.

The required lakefront setback is made up of the average of the two waterfront structures neighboring the subject property. In this instance, the average setback of the two neighbors is 66 feet. The applicant is proposing a 77-foot setback to the addition, which both meets the average and is located further back than the existing 65-foot setback. Additionally, the curvature of the lake puts the addition squarely away from any potential impact on either lakefront view of the neighbors. Therefore, there are no impacts on the traditional lake views of either neighbor.

Stormwater Retention

The code requires the retention of stormwater. The amount of impervious surface on the lot determines the needed depth/size of the retention. In this case, the applicant is proposing a large swale area along the lakefront portion of the property to meet this requirement.

Summary

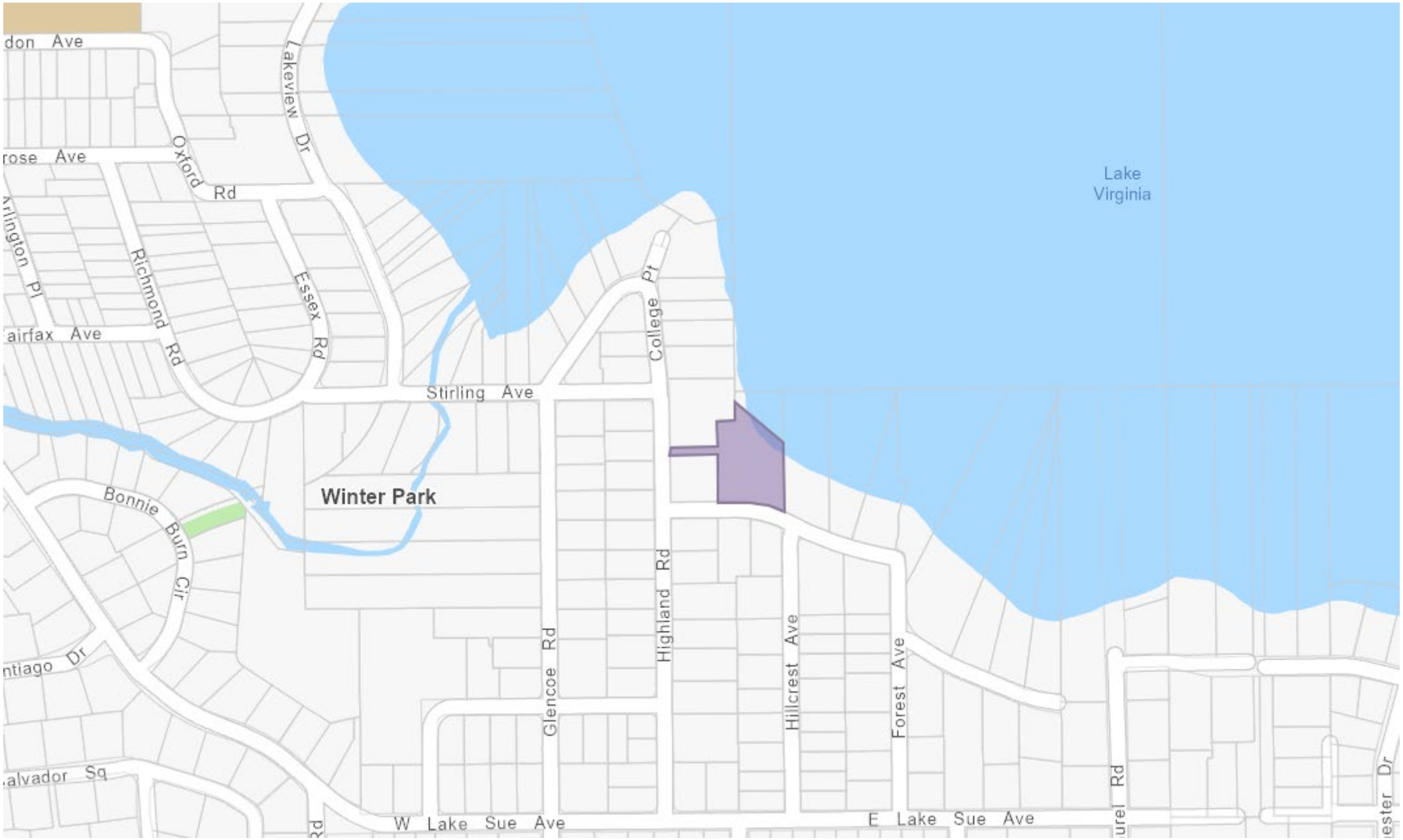
Overall, the plans meet the intent of the lakefront review criteria.

alternatives | other considerations

fiscal impact

attachments

1. 147 Virginia Drive - Maps
2. 147 Virginia Dr - Survey
3. 147 Virginia Dr - Site Plan
4. 147 Virginia Dr - Plan Set
5. 147 Virginia Dr - Area Calcs


don Ave
rose Ave
Oxford Rd
Lakeview Dr
Arlington Pl
Richmond Rd
Essex Rd
airfax Ave
Stirling Ave
College Pl
Lake
Virginia
Winter Park
Bonnie Burn Cir
ntiago Dr
Glencoe Rd
Highland Rd
Hillcrest Ave
Forest Ave
alvador Sq
W Lake Sue Ave
E Lake Sue Ave
urel Rd
ester Dr
N


COLLEGE PT
STIRLING AVE
GLENCOE RD
Orange County
Winter Park
Lake Virginia
VIRGINIA DR

Boundary & Topographic Survey

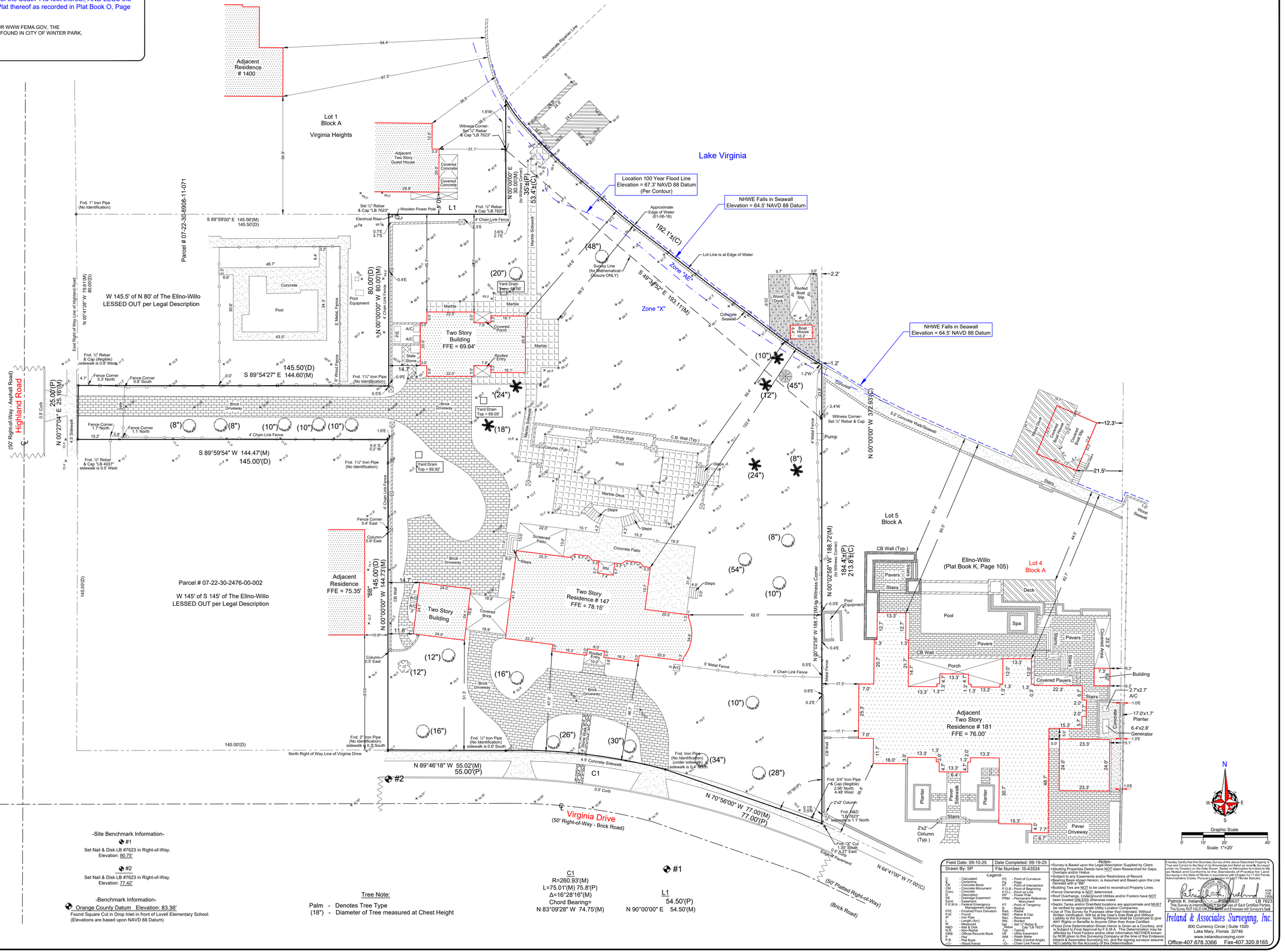
Legal Description:

All of the plat of THE ELLNO-WILLO, LESS the West 145 feet of the South 145 feet thereof, AND LESS the West 145.5 feet of the North 80 feet thereof, according to the Plat thereof as recorded in Plat Book O, Page 50, Public Records of Orange County, Florida.

Flood Disclaimer:
BY PERFORMING A SEARCH WITH THE LOCAL GOVERNING MUNICIPALITY OR WWW.FEMA.GOV, THE PROPERTY APPEARS TO BE LOCATED IN ZONE X/AE. THIS PROPERTY WAS FOUND IN CITY OF WINTER PARK, COMMUNITY NUMBER 120188, DATED 9/25/2009.

CERTIFIED TO:
TERRI AND SCOTT BATES

Revision: Updated Survey - 09/23/25 - TCK
Revision: Improvements Updated and Topographic Update - 08/20/25 - JTP
Revision: Updated Improvements - 03/29/22 JWW
Revision: Add Topo, NHWE, Flood Line 04/13/18 TCD


Adjacent Residence # 1400
Lot 1
Block A
Virginia Heights
Lake Virginia
Location 100 Year Flood Line Elevation = 67.3' NAVD 88 Datum (Per Contour)
NHWE Falls in Seawall Elevation = 64.5' NAVD 88 Datum
Approximate Edge of Water (01-05-18)
Survey Line (for Mathematical Closure ONLY)
Lot Line is at Edge of Water
Zone "AE"
Zone "X"
Parcel # 07-22-30-8908-11-071
W 145.5' of N 80' of The Ellno-Willo LESSED OUT per Legal Description
Two Story Building FFE = 69.64'
Two Story Residence # 147 FFE = 78.15'
Adjacent Residence FFE = 75.35'
Adjacent Two Story Guest House
Adjacent Two Story Residence # 181 FFE = 76.00'
Ellno-Willo (Plat Book K, Page 105)
Lot 4 Block A
Lot 5 Block A
Parcel # 07-22-30-2476-00-002
W 145' of S 145' of The Ellno-Willo LESSED OUT per Legal Description
Highland Road
(50' Right-of-Way - Asphalt Road)
Virginia Drive
(50' Right-of-Way - Brick Road)
North Right of Way Line of Virginia Drive
(50' Platted Right-of-Way)
(Brick Road)
Witness Corner- Set ½" Rebar & Cap "LB 7623"
Witness Corner- Set ½" Rebar & Cap
Fnd. 1" Iron Pipe (No Identification)
Fnd. ½" Rebar & Cap "LB 7623"
Set ½" Rebar & Cap "LB 7623"
Fnd. ½" Rebar & Cap "LB 4937" sidewalk is 0.5' West
Fnd. ½" Rebar & Cap (Illegible) sidewalk is 0.8' West
Fnd. 1½" Iron Pipe (No Identification)
Fnd. 2" Iron Pipe (No Identification) sidewalk is 0.3' South
Fnd. ½" Rebar & Cap "LB 7623" sidewalk is 0.8' South
Fnd. ½" Iron Pipe (No Identification) sidewalk is 0.6' South
Fnd. Iron Pipe (No Identification) (under sidewalk) is 0.4' South
Fnd. 3/4" Iron Pipe & Cap (Illegible) 2.96' North 4.48' West
Fnd. "X" Cut 1.30' South 0.4' East
Fnd. "LB 7623" sidewalk is 1.1' North
Set Nail & Disk "LB 7623"
Electrical Riser
Wooden Power Pole
Yard Drain Top = 68.06'
Yard Drain Top = 69.05'
Yard Drain Top = 69.92'
Roofed Entry
Covered Porch
Covered Concrete
Covered Brick
Covered Pavers
Roofed Boat Slip
Boat House 10.2'
Pool
Pool Equipment
Spa
Pump
Deck
Wood Dock
Concrete
Marble
Marble Deck
Brick Driveway
Paver Driveway
Concrete Patio
Screened Patio
Infinity Wall
C.B. Wall (Typ.)
Column (Typ.)
Steps
Stairs
Porch
Planter
Paver Sidewalk
Covered Area
Building
2.7'x2.7' A/C
17.0'x1.7' Planter
6.4'x2.8' Generator
Concrete Seawall
5.5' Concrete Walk/Seawall
4.5' Concrete Sidewalk
Marble Sidewalk
Brick Sidewalk
Brick Driveway
Wood Fence
Metal Fence
Chain Link Fence
5' Metal Fence
4' Chain Link Fence
6' Wood Fence
East Right-of-Way Line of Highland Road
Approximate Riparian Line
Infinity Wall
Column (Typ)
Marble Deck
Steps
Screened Patio
Concrete Patio
Covered Concrete
Covered Brick
Covered Porch
Roofed Entry
Slate Stone
Pool Equipment
Electrical Riser
Wooden Power Pole
Fence Corner 0.3' North
Fence Corner 0.8' South
Fence Corner 1.7' North
Fence Corner 1.1' North
Fence Corner 0.4' East
Column 0.5' East
Column 0.5' West
Fence Corner 0.2' West
Fence Corner 0.5' West
Fence Corner 0.6' East
Fence Corner 0.7' East
Fence Corner 0.5' East
Fence Corner 0.4' West
Fence Corner 0.2' East
Fence Corner 0.3' West
Fence Corner 0.1' West
Fence Corner 0.1' East
Fence Corner 0.4' West
Fence Corner 0.2' East
Fence Corner 0.3' East
Fence Corner 0.4' East
Fence Corner 0.5' East
Fence Corner 0.6' East
Fence Corner 0.7' East
Fence Corner 0.8' East
Fence Corner 0.9' East
Fence Corner 1.0' East
Fence Corner 1.1' East
Fence Corner

Boundary & Topographic Survey

Legal Description:

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CERTIFIED TO:
TERRI AND SCOTT BATES

Revision: Updated Survey - 09/23/25 - TCS
Revision: Improvements Updated and Topographic Update - 08/20/25 - JHP
Revision: Updated Improvements - 05/23/22 JWW
Revision: Add Trees, HWWE, Flood Line 08/13/18 TCO

Lot 1
Block A
Virginia Heights

Adjacent Residence # 1400

Lake Virginia

Location 100 Year Flood Line Elevation = 87.3' NAVD 88 Datum (Per Contour)

NHWE Falls in Seawall Elevation = 84.9' NAVD 88 Datum

Approximate Edge of Water (01-05-18)

Parcel # 07-22-30-8509-11-071

W 145.5' of N 80' of The Ellno-Willo LESSED OUT per Legal Description

Two Story Building FFE = 69.64'

Adjacent Two Story Residence # 1401 FFE = 78.09'

Parcel # 07-22-30-2476-00-002

- W 145' of S 145' of The Ellno-Willo LESSED OUT per Legal Description

Adjacent Residence FFE = 75.39'

Two Story Residence # 147 FFE = 78.15'

Two Story Building

Virginia Drive (50' Right-of-Way - Brick Road)

Highland Road (50' Right-of-Way - Asphalt Road)

Ellno-Willo (Plat Book K, Page 105)

Lot 5 Block A

Lot 4 Block A

Adjacent Two Story Residence # 181 FFE = 78.09'

PETERS TERRACE

30' GARDEN AREA

Graphic Scale 0 10 20 40 Scale: 1"=20'

-Site Benchmark Information-
#1
Set Nail & Disk LB #7623 in Right-of-Way.
Elevation: 80.76'

#2
Set Nail & Disk LB #7623 in Right-of-Way.
Elevation: 77.42'

-Benchmark Information-
Orange County Datum Elevation: 83.36'
Found Square Cut in Drop Inlet in front of Lovell Elementary School.
(Elevations are based upon NAVD 88 Datum)

Tree Note:
Palm - Denotes Tree Type
(18") - Diameter of Tree measured at Chest Height

C1
R=260.93'(M)
L=75.01'(M) 75.8'(P)
Δ=16°28'16"(M)
Chord Bearing=
N 83°09'28" W 74.75'(M)

L1
54.50'(P)
N 90°00'00" E 54.50'(M)

Field Date: 09-10-25 | Date Completed: 09-18-25
Drawn By: SP | File Number: 15-43524

Legend

Patrick K. Peters, PSM #6723
This Survey is Signed and Sealed in accordance with Florida Statutes 5J-17.050 - 5J-17.052

Ireland & Associates Surveying, Inc.
600 Cureton Circle | Suite 1000
Lake Mary, Florida 32746
www.irelandsurveying.com
Office: 407.678.3388 Fax: 407.330.8165

SWALE 'A':

8' x 60' = 480 SF

@ 6" DEEP = 34,560 cu. in. storage vol.

Boundary & Topographic Survey

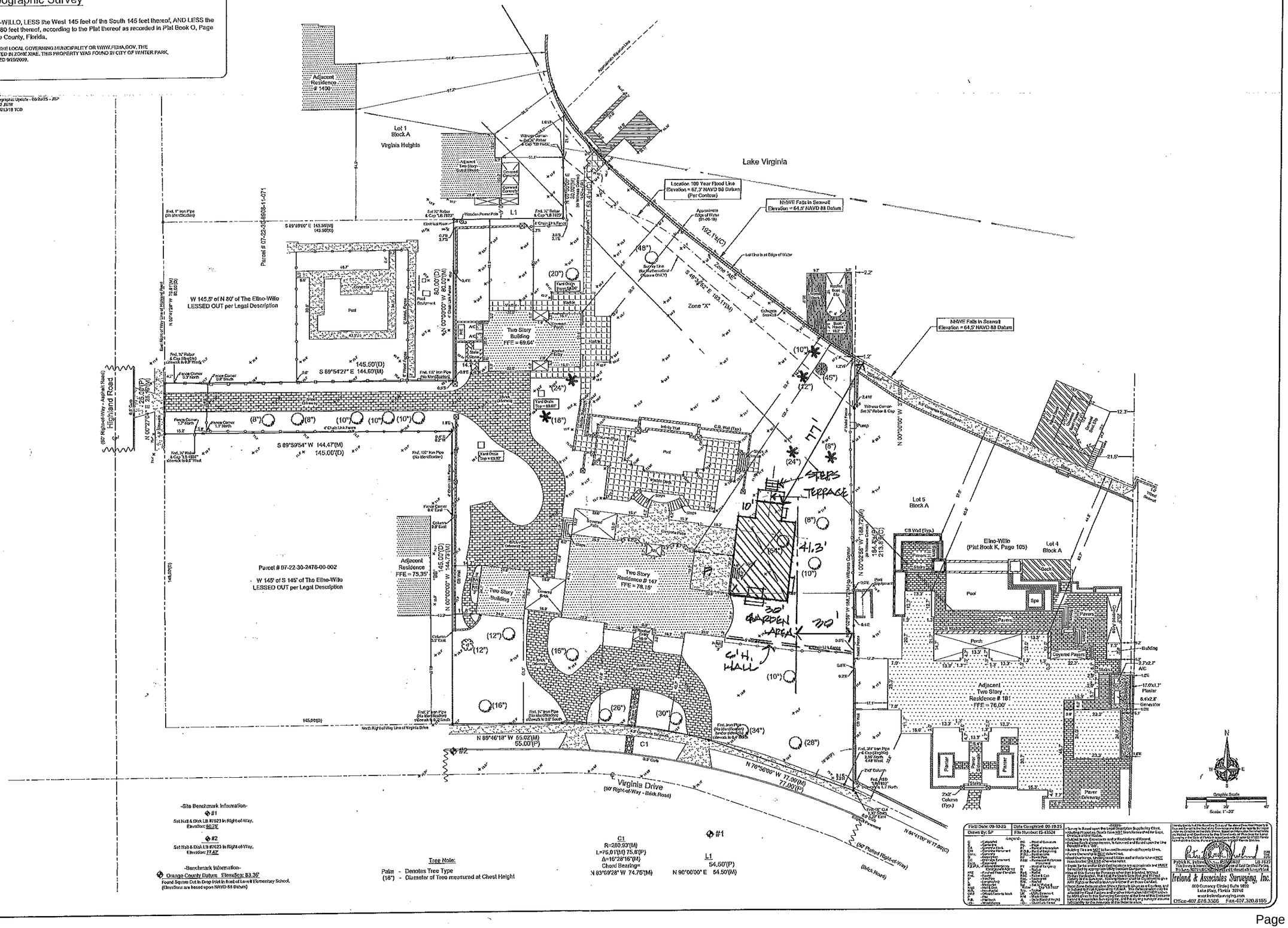
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CERTIFIED TO:
TERRI AND SCOTT BATES

Revision: Updated Survey - 09/20/25 - TCA
Revision: Improvements Updated and Topographic Update - 09/23/25 - JTP
Revision: Updated Improvements - 03/29/22 JMW
Revision: Add Topo, NHWE, Flood Line 04/11/18 TCD



-Site Benchmark Information-

#1
Set Nail & Disk LB #7623 in Right-of-Way.
Elevation: 60.76'

#2
Set Nail & Disk LB #7623 in Right-of-Way.
Elevation: 77.42'

-Benchmark Information-

Orange County Datum Elevation: 83.36'
Found Square Cut in Drop Inlet in front of Lovell Elementary School.
(Elevations are based upon NAVD 88 Datum)

Tree Note:
Palm - Denotes Tree Type
(18") - Diameter of Tree measured at Chest Height

C1
R=280.93'(M)
L=76.01'(M) 75.8'(P)
Δ=16°28'16"(M)
Chord Bearings
N 83°09'28" W 74.76'(M)

L1
54.50'(P)
N 90°00'00" E 54.50'(M)

Field Date: 09-10-25 | Date Completed: 09-19-25
Drawn By: SA | File Number: 15-83524

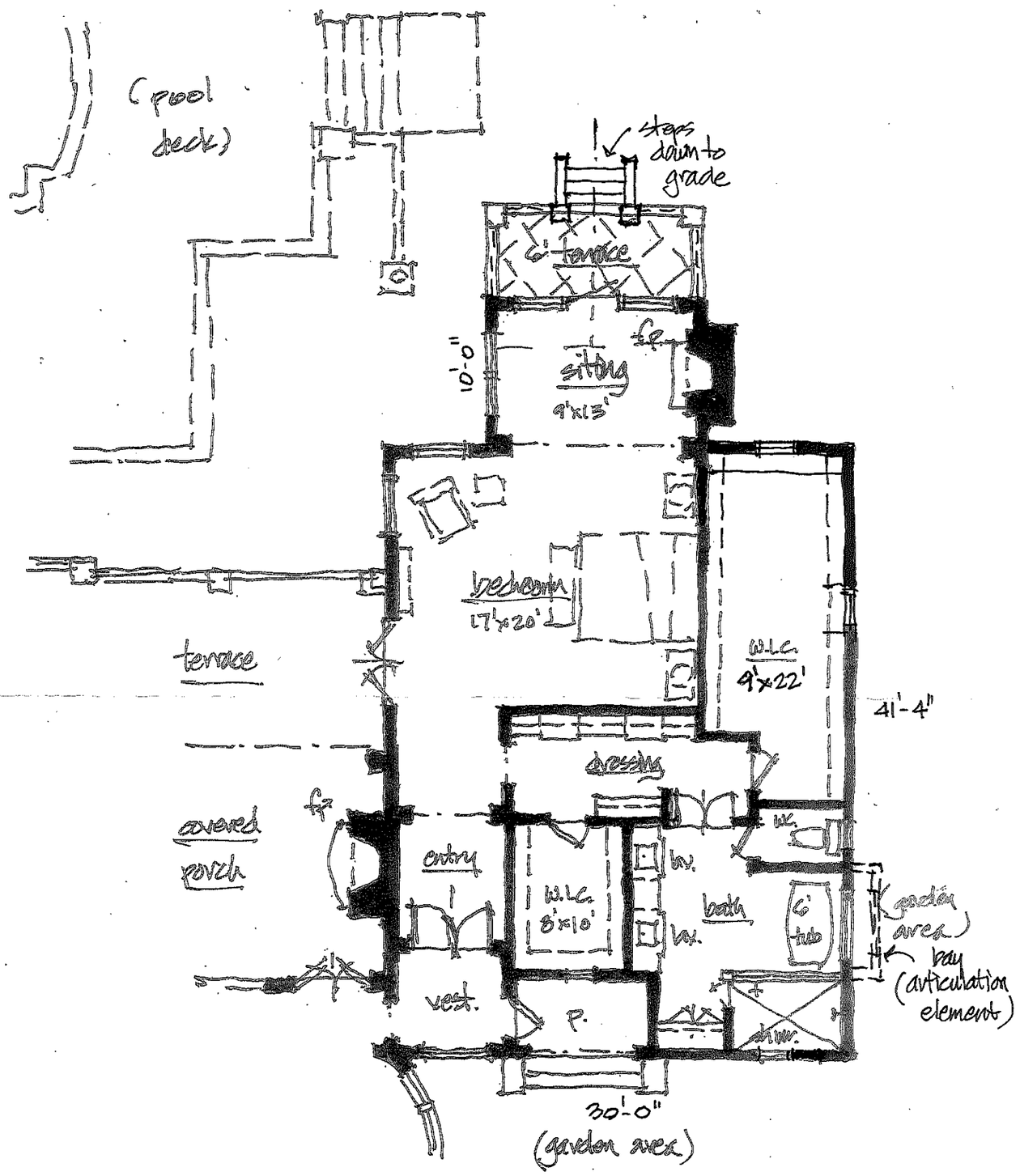
Legend

Survey is Based upon the Legal Description Supplied by Client, Building Footprints, Deck Info, NGVD Elevations Paid for Said, Drainage and/or Fields.
Subject to any Easements and/or Restrictions of Record, Including Plat(s) Shown Hereon, Is Assumed and Is Not Upon the Line Work of This Survey.
Adjoining Title and/or Not Used to Reconstruct Property Lines, Unless Otherwise Noted or Dedicated.
Underground Utilities and/or Footers Not Located Unless Indicated Shall Not Otherwise Noted.
Tree Types and/or Size Field Locations are Approximate and MUST be Verified by Appropriate Utility Location Companies.
Area of Site Shown for Purposes other than Boundary, Zoning, Ordinance Verification, Must Not Be Used to Scale Off Of This Survey. Boundary Dimensions Are Based Upon the Platted Right-of-Way and Are Not to Be Used to Acquire Other Parcels Created.
Flood Zone Determination Shown Hereon is Shown as a Courtesy, and Is Subject to Final Approval by FEMA. This Determination May Be Affected by Flood Factors and Information Not Reflected on This Survey. Flood Zone Determination Shown Hereon Was Obtained by Graphic Plotting Only. Elevations Shown Hereon Are Based Upon NAVD 88 Datum as Supplied by the Appropriate Municipality or Governmental Agency.

I hereby certify that this Boundary Survey of the above Described Property is true and correct to the best of my knowledge and belief as surveyed under my direction and meets the Minimum Technical Standards as Adopted and Established by the Governing Board of Surveyors and Mappers in Chapter 5J-17.051, Florida Administrative Code, Pursuant to Section 472.027, Florida Statutes.

Patrick K. Ireland, PSM #6637 LB 7623
This Survey is Intended for the Exclusive Use of Said Certified Parties. Any Such Reliance Shall Be Subject to the Terms, Limitations and Conditions as Stated on This Date, Plus or Minus Three Months.

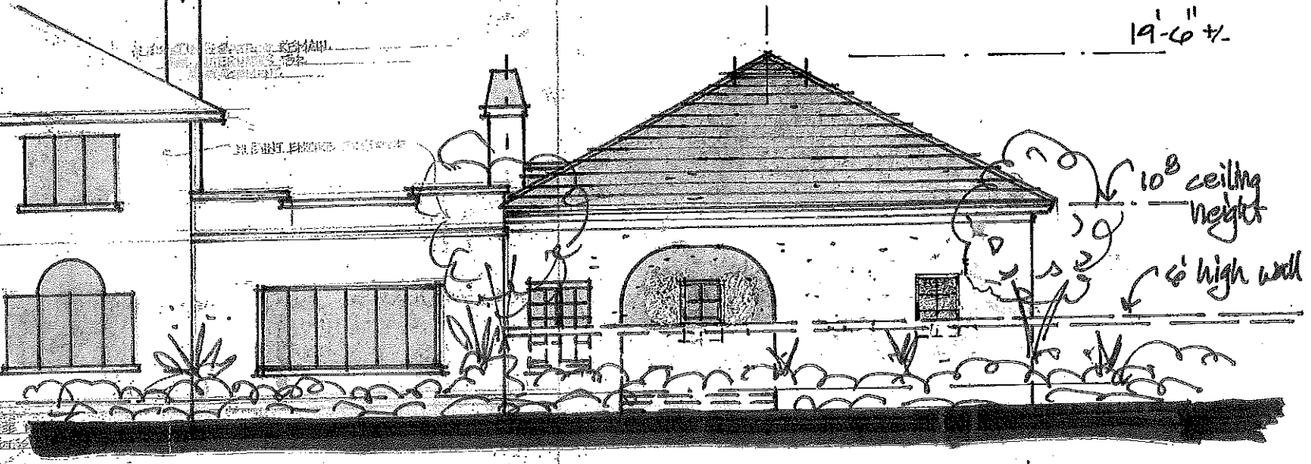
Ireland & Associates Surveying, Inc.
600 Currency Circle | Suite 1010
Lake Mary, Florida 32746
www.irelandsurveying.com
Office 407.878.3366 Fax 407.320.8165



schematic/primary bedroom plan

1/8"=1'-0" updated 4.2.26

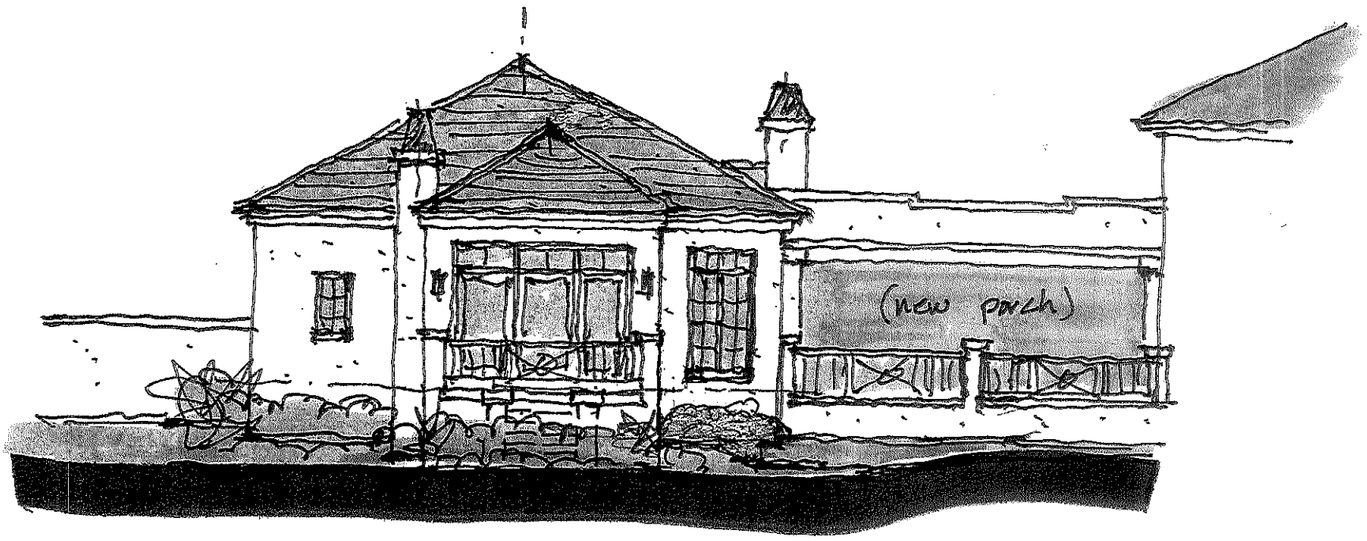




* note- all roofing/stucco finishes to match existing.

schematic/street front elevation

1/8" = 1'-0"



schematic/lake elevation

1/8"=1'-0" updated 4.2.26

Outlook

Fw: [EXTERNAL] 147 Virginia Drive - application for site plan lake front review - conceptual stormwater drainage design

From David Runnels <derunn@aol.com>
Date Mon 6/8/2026 10:33 AM
To Nicholas Lewis <nlewis@cityofwinterpark.org>
Cc David Runnels <derunn@aol.com>

1 attachment (177 KB)
20260608112531534.pdf;

Good morning, Nick,

I've attached a conceptual storm water drainage design/site plan for the proposed addition. Also, the FAR and ISR summaries are listed below:

Lot Area: 69,270 sf (+/-)

FAR, existing: 8,782 sf
FAR, proposed: 10,164 sf

ISR, existing: 18,408 sf
ISR, proposed: 19,790 sf

Please let me know if you should need anything else for now, thank you.

Regards,

David E. Runnels, Architect
derunn@aol.com
(407) 644-6610

Planning & Zoning Board

agenda item 5.d

item type
Public Hearings (Public participation and comment on these matters must be in person.)

meeting date
July 7, 2026

prepared by
Nicholas Lewis, Planner II

approved by
Allison McGillis, Director of Planning and Zoning

subject
SPR #26-06. Request of Charles Fitzgerald for approval to construct a new, two-story, 6,054 square-foot single-family home located at 681 Balmoral Road on Lake Berry, zoned R-1AAA.

motion | recommendation
Staff recommendation is for approval.

background
The applicant and homeowner, Charles Fitzgerald, is requesting approval to construct a new, two-story, 6,054 square-foot single-family home located at 681 Balmoral Road on Lake Berry. The property is zoned R-1AAA, and the unsubmerged portion of the property is approximately 20,374 square feet in size. The proposed impervious coverage of 10,176 square feet meets the maximum 50% as the code allows. The maximum Floor Area Ratio (FAR) for properties over 12,500 square feet is 35% of the lot area or 5,000 square feet, whichever is greater. The applicant is proposing 6,054 square feet, which is under the maximum 7,131 square feet allowed.

Lakefront Review Criteria:

Tree Preservation

The purpose and intent of the lakefront lots section of the code states that existing trees shall be preserved to the degree reasonably possible. No trees are being removed as part of this request.

View from the Lake

The code direction is to minimize the height and extent of stem walls or retaining walls facing the lake. Generally, the policy does not permit walls/swimming pool decks facing the lake in excess of three feet in height. In this case, the applicant's proposal adequately terraces the lakefront-facing walls to meet this requirement.

Traditional Views of Neighbors

The code direction is to minimize degradation of traditional views across properties by new houses, additions, second-story additions, etc., alongside property lines toward the lake that may block traditional views of the neighbors.

The required lakefront setback is made up of the average of the two waterfront structures neighboring the subject property. In this instance, the average setback of the two neighbors is 98.5 feet. The applicant has designed the structure so that the majority is a single-story product and is accordingly proposing an 85.5-foot setback at the closest point to the lake. Based on the way the lot slopes with the curvature of the lake along the water's edge, the proposed lanai sits roughly in line with the addition that was recently approved, with a 90-foot setback to the north. The neighbor to the south has a setback of 107 feet to the wing that juts out from the main portion of the structure. The curvature of the lake to the north, the existing oak tree on the southern neighbor's property sitting between the properties, and the fact that the southern neighbor's house was designed to have a southwestern lake view are all conditions and circumstances that show that the proposed 85.5-foot setback will not adversely affect the southern neighbor's traditional views of the lake. Additionally, both neighbors have provided letters in support of the proposal, including the requested lakefront setback.

Stormwater Retention

The code requires the retention of stormwater. The amount of impervious surface on the lot determines the needed depth/size of the retention. The applicant is proposing multiple swale areas throughout the property, including a large swale area along the lakefront portion of the lot to meet this requirement.

Summary

Overall, the plans meet the intent of the lakefront review criteria.

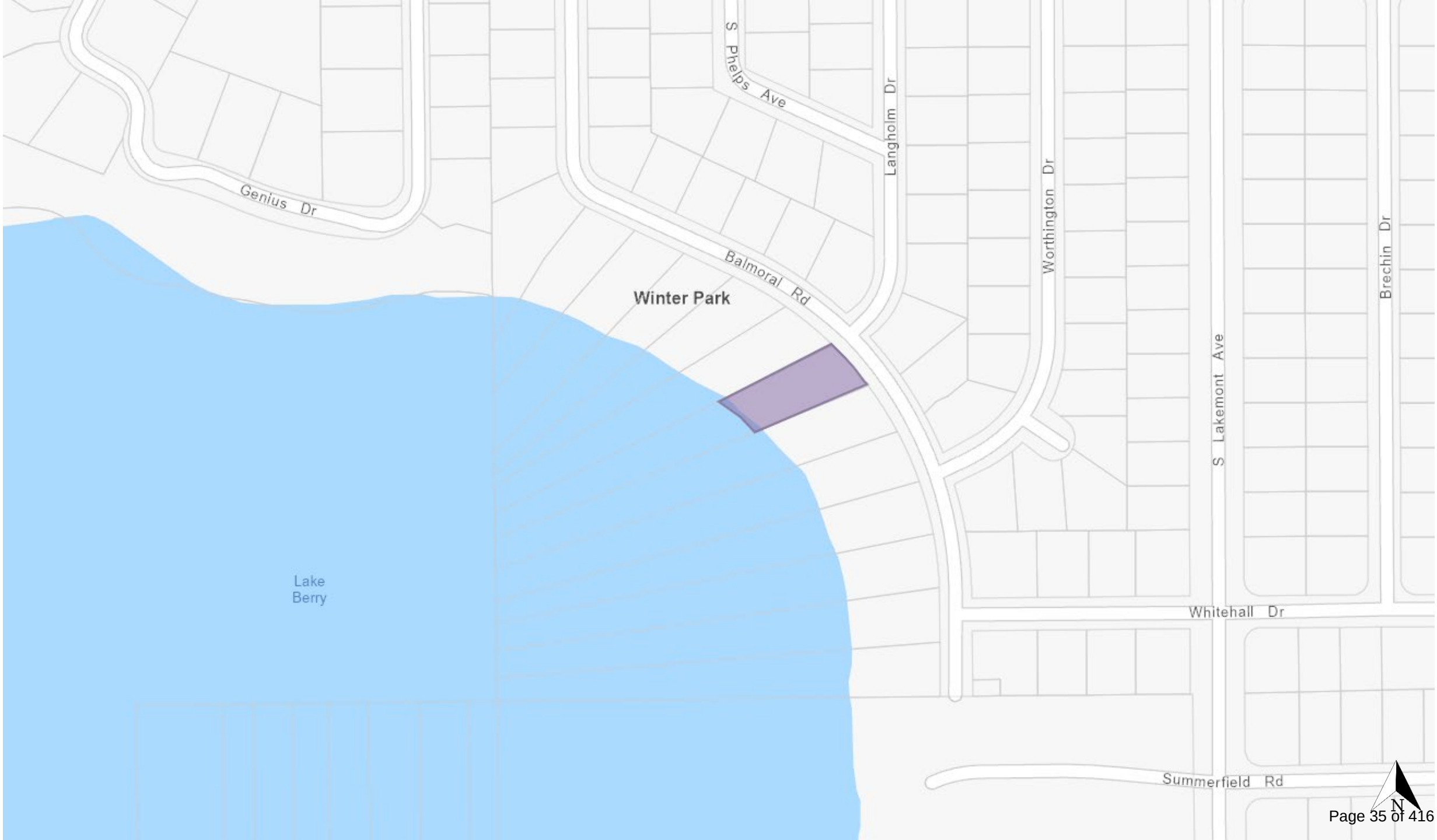
alternatives | other considerations

fiscal impact

attachments

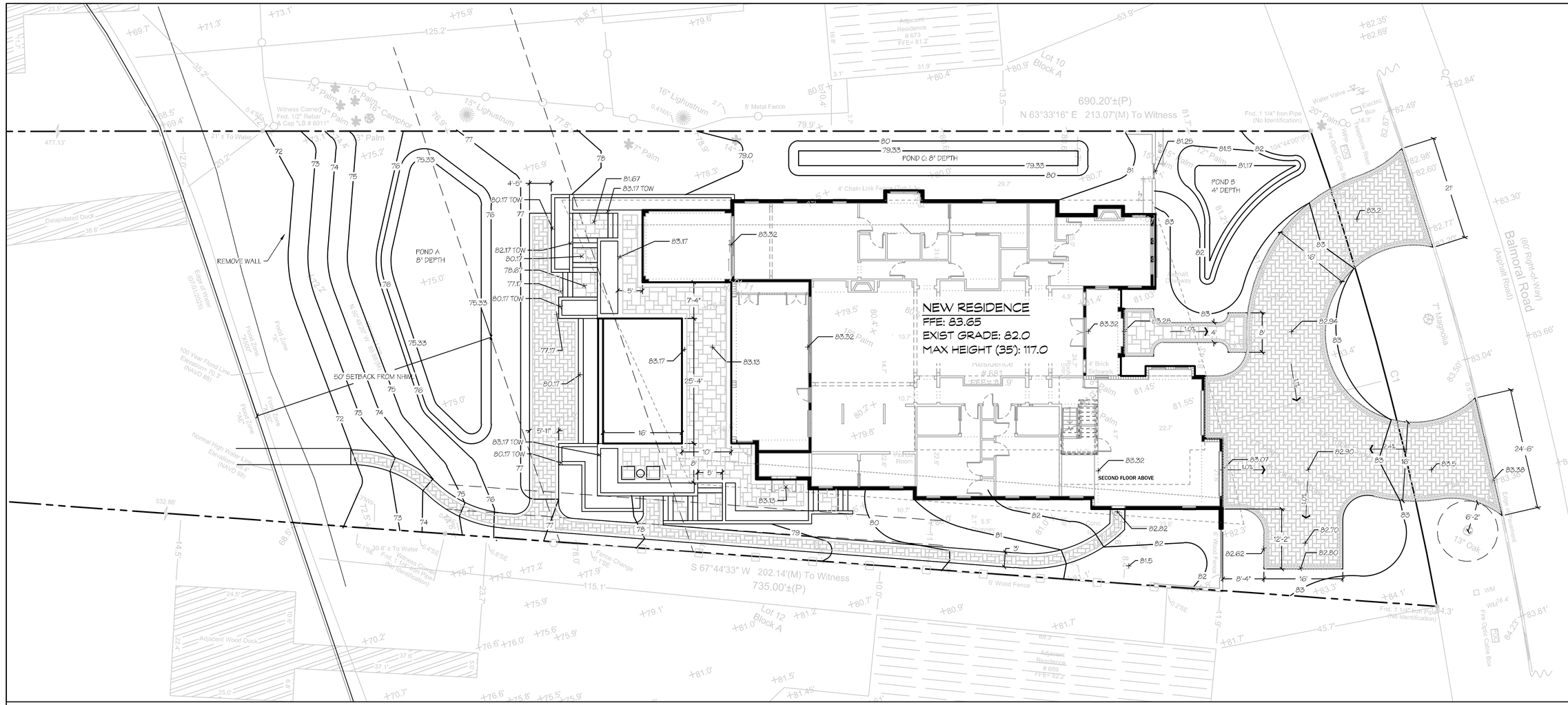
1. 681 Balmoral Rd - Maps
2. 681 Balmoral Road - Site Plan
3. 681 Balmoral Road - Plan Set
4. 681 Balmoral Rd - Applicant Site Photos
5. Support Letter from Aisha and Rafael Manon - 681 Balmoral Road (Lakefront Variance

Request)
6. Support Letter from Chris Pashley - 681 Balmoral Road (Lakefront Variance Request)
7. Owner Narrative for 681 Balmoral Road - Limited Variance for Open Air Lanai


Genius Dr
S Phelps Ave
Langholm Dr
Worthington Dr
Brechin Dr
Balmoral Rd
Winter Park
S Lakemont Ave
Lake
Berry
Whitehall Dr
Summerfield Rd
N


BALMORAL RD
Orange County
Winter Park
Lake Berry


BALMORAL RD
WORTHINGTON DR
Orange County
Winter Park
WORTHINGTON CT
Lake
Berry


NEW RESIDENCE
FFE: 83.65
EXIST GRADE: 82.0
MAX HEIGHT (35): 117.0
POND A
8" DEPTH
POND B
4" DEPTH
POND C: 8" DEPTH
REMOVE WALL
50' SETBACK FROM NHWL
SECOND FLOOR ABOVE
690.20'±(P)
N 63°33'16" E 213.07'(M) To Witness
S 67°44'33" W 202.14'(M) To Witness
735.00'±(P)
Balmoral Road
(60' Right-of-Way)
(Asphalt Road)
Adjacent Residence # 673 FFE= 81.2'
Adjacent Residence # 689 FFE= 82.2'
Adjacent Wood Dock
Dilapidated Dock
Lot 10 Block A
Lot 12 Block A
Witness Corner Fnd. 1/2" Rebar & Cap "LB # 6011"
Fnd. 1 1/4" Iron Pipe (No Identification)
100 Year Flood Line Elevation 79.3' (NAVD 88)
Normal High Water Line Elevation 73.4' (NAVD 88)
Edge of Water (07/01/2025)
Flood Zone "AE"
Flood Zone "X"
13" Palm
10" Palm
10" Camphor
15" Ligustrum
16" Ligustrum
5' Metal Fence
4' Chain Link Fence (Typ.)
6' Wood Fence
7" Palm
20" Palm
7" Magnolia
13" Oak
Water Valve
Electric Box
Telephone Riser
Fire Optic Cable Box
Fnd. 1 1/4" Iron Pipe (No Identification)
Asphalt Driveway
4" Brick Sidewalk
Pool
Master Bedroom
Kitchen
Living Room
Residence # 681
FFE= 81.9'
Residence # 683
FFE= 81.9'
Residence # 685
FFE= 81.9'
Residence # 687
FFE= 81.9'
Residence # 691
FFE= 81.9'
Residence # 693
FFE= 81.9'
Residence # 695
FFE= 81.9'
Residence # 697
FFE= 81.9'
Residence # 699
FFE= 81.9'
Residence # 701
FFE= 81.9'
Residence # 703
FFE= 81.9'
Residence # 705
FFE= 81.9'
Residence #

681 BALMORAL ROAD WINTER PARK, FL

the BALMORAL RESIDENCE

winter park design | residential architecture | 151 circle drive maitland, fl | 407 644 8993 |

DD

06.15.2026

FOLIO: 3725

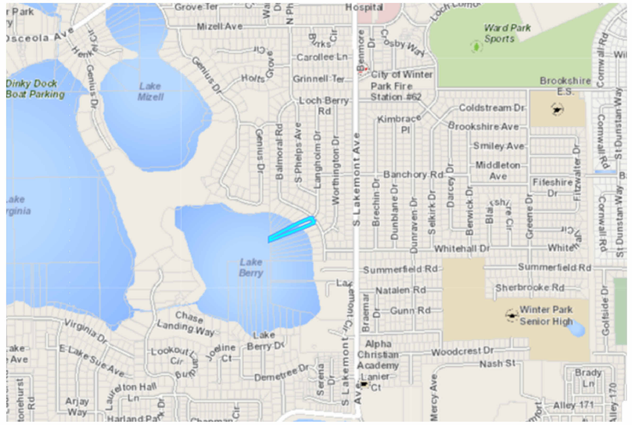
COVER SHEET

G000

Sheet No.

©2026

site information



address	681 BALMORAL ROAD WINTER PARK FL, 32817
municipality	CITY OF WINTER PARK
legal description	KENILWORTH SHORES SECTION SIX V/111 LOT 11 BLK A
zoning designation	WP R1AAA

material legend

- WOOD FINISH
- WOOD BLOCKING OR SHIM
- WOOD FRAMING
- SAND, MORTAR, OR GROUT
- CONCRETE, CAST IN PLACE
- STEEL
- ALUMINUM
- GRAVEL, CRUSHED ROCK
- EARTH
- PLYWOOD
- RIGID INSULATION
- BATT INSULATION
- GYPSUM BOARD
- CEMENT PLASTER
- CONCRETE MASONRY UNITS

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G004	PROJECT RENDERINGS	06/15/2026
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A103	SITE PLAN w/ NEIGHBORS	06/15/2026
A104	SITE PLAN w/ NEIGHBORS VIEWS	06/15/2026
A105	AREA PLAN	06/15/2026
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A203	ARCHITECTURAL SLAB PLAN	06/15/2026
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A302	REFLECTED CEILING PLAN - STUDIO	06/15/2026
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A402	INTERIOR ELEVATIONS	06/15/2026
A403	INTERIOR ELEVATIONS	06/15/2026
A404	INTERIOR ELEVATIONS	06/15/2026
A405	INTERIOR ELEVATIONS	06/15/2026
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A502	EXTERIOR ELEVATIONS - LEFT AND RIGHT	06/15/2026
A503	EXTERIOR ELEVATIONS - ALCOVES	06/15/2026
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A603	BUILDING SECTIONS	06/15/2026
A604	BUILDING SECTIONS	06/15/2026
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A606	WALL SECTIONS	06/15/2026
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A701	DETAILS	06/15/2026
A703	DETAILS	06/15/2026
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A705	ZIP SHEATHING DETAILS	06/15/2026
A706	ZIP SHEATHING DETAILS	06/15/2026
A901	ELECTRICAL PLAN - LEVEL 1	06/15/2026
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general project notes

1. IT IS THE INTENT OF THE ARCHITECT THAT THIS WORK BE IN CONFORMANCE W/ ALL REQUIREMENTS OF THE BUILDING AUTHORITIES HAVING JURISDICTION OVER THIS TYPE OF CONSTRUCTION AND OCCUPANCY. ALL CONTRACTORS SHALL DO THEIR WORK IN CONFORMANCE W/ ALL APPLICABLE CODES & REGULATIONS.
2. THE CONTRACTOR SHALL VERIFY ALL CONDITIONS AT THE JOBSITE PRIOR TO COMMENCING WORK.
3. CONTRACTOR SHALL REPORT ALL DISCREPANCIES IN THE DRAWING AND EXISTING CONDITIONS TO THE ARCHITECT PRIOR TO COMMENCING WORK.
4. CONTRACTOR SHALL SUPPLY, LOCATE AND BUILD IN THE WORK ALL INSERTS, ANCHORS, ANGLES, PLATES, OPENINGS, SLEEVES, HANGERS, SLAB DEPRESSIONS, AND PITCHES AS MAY BE REQUIRED TO ATTACH AND ACCOMMODATE OTHER WORK.
5. THESE DOCUMENTS, AS INSTRUMENTS OF SERVICE, ARE THE PROPERTY OF THE ARCHITECT AND MAY NOT BE USED OR REPRODUCED W/OUT THE EXPRESSED WRITTEN CONSENT OF THE ARCHITECT.
6. ALL DETAILS AND SECTIONS SHOWN ON THE DRAWING ARE INTENDED TO BE TYPICAL AND SHALL BE CONSTRUED TO APPLY TO ANY SIMILAR SITUATION ELSEWHERE IN THE WORK EXCEPT WHERE A DIFFERENT DETAIL IS SHOWN.
7. SUBSURFACE SOIL CONDITION INFORMATION IS NOT AVAILABLE. FOUNDATIONS ARE DESIGNED FOR A 2500 PSF SOIL BEARING CAPACITY. CONTRACTOR SHALL REPORT ANY DIFFERING CONDITIONS TO THE ARCHITECT PRIOR TO COMMENCING WORK.
8. CONTRACTOR SHALL INCORPORATE ALL NECESSARY LOCAL/STATE/FEDERAL BUILDING, FIRE AND HANDICAP CODES INTO THE DESIGN AND BASE PROPOSAL FOR A COMPLETE TURN-KEY PROJECT.
9. PROJECT SHALL BE TURNED OVER TO TENANT IN CLEAN CONDITION W/ ALL TRASH AND DEBRIS REMOVED FROM SITE, ALL WINDOWS AND GLASS CLEAN, ALL HORIZONTAL SURFACES DUSTED AND CLEANED, AND ALL TOILET AND PLUMBING FIXTURES CLEAN AND IN GOOD WORKING ORDER.
10. CONTRACTOR SHALL HAUL ALL RUBBISH FROM SITE ON A REGULAR BASIS. DO NOT ALLOW TO ACCUMULATE.
11. CONTRACTOR TO OBTAIN ALL PERMITS AND TO PAY FEES AND TAXES.
12. DIMENSIONS INDICATED ON THE DRAWINGS IN REFERENCE TO EXISTING CONDITIONS ARE THE BEST AVAILABLE DATA OBTAINABLE, BUT ARE NOT GUARANTEED. BEFORE PROCEEDING W/ ANY WORK THAT IS DEPENDANT UPON THE DATA INVOLVED, THE CONTRACTOR SHALL FIELD CHECK AND VERIFY ALL DIMENSIONS, GRADES, LINES, LEVELS OR OTHER CONDITIONS OF LIMITATIONS AT THE SITE TO AVOID CONSTRUCTION ERRORS. IF ANY WORK IS PERFORMED BY THE CONTRACTOR OR ANY OF HIS SUBCONTRACTORS PRIOR TO ADEQUATE VERIFICATION OF APPLICABLE DATA, ANY RESULTANT EXTRA COST FOR ADJUSTMENT OF WORK AS REQUIRED TO CONFORM TO EXISTING LIMITATIONS, SHALL BE ASSUMED BY THE CONTRACTOR W/OUT REIMBURSEMENT OR COMPENSATION BY THE OWNER.
13. A DESIGNATED LOCATION FOR STORAGE OF CONSTRUCTION MATERIAL AND EQUIPMENT SHALL BE DETERMINED BY OWNER AND IDENTIFIED AT THE PRE-CONSTRUCTION MEETING.
14. CONTRACTOR PERSONNEL ARE CONFINED TO AREAS OF BUILDING NECESSARY FOR COMPLETING THE WORK. FREE ACCESS TO ALL PARTS OF THE BUILDING IS NOT ALLOWED. ALL CONTRACTOR TOOL BOXES, CONTAINER, ETC., ARE SUBJECT TO OWNER'S INSPECTION CONTRACTOR IS RESPONSIBLE FOR SCHEDULING DELIVERY, RECEIVING, UNLOADING, STORING, SETTING IN PLACE, AND PROTECTING FROM DAMAGE ALL NEW EQUIPMENT BY THE CONTRACTOR. THIS SHALL ALSO APPLY TO ITEMS FURNISHED TO OWNER BY THE CONTRACTOR.
15. WRITTEN WORDS TAKE PRECEDENCE OVER DRAWN LINES. LARGE-SCALE DETAILS AND PLANS TAKE PRECEDENCE OVER SMALLER DETAILS AND PLANS. SHOULD A CONFLICT ARRIVE BETWEEN THE SPECIFICATIONS AND DRAWINGS, THE REQUIREMENTS DEEMED MOST STRINGENT SHALL BE USED.
16. ALL WIND LOAD CALCULATIONS & DESIGN CRITERIA ARE BASED ON A "ENCLOSED" STRUCTURE. ANY BREACH OR PENETRATION, SUCH AS WINDOWS, DOORS, GARAGE DOORS, ETC., DURING STORM EVENT WILL COMPROMISE STRUCTURAL INTEGRITY.
17. ALL DOOR AND WINDOW OPENINGS SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATION.
18. ALL SHEAR WALLS MUST TRANSFER LOADS TO FLOOR JOISTS OR FOUNDATION.
19. DIAPHRAGM SYSTEMS MUST BE ATTACHED TO END WALLS AND/OR SIDE WALLS.
20. TRUSSES MUST BE CAPABLE OF TRANSFERRING LATERAL LOADS TO BEARING WALLS.
21. TRUSSES, GIRDERS AND BEAM TIE DOWNS ARE SIZED PER UPLIFT REQUIREMENTS. ANY QUESTIONS AS TO SIZE, TYPE OR VALUE OF A NAIL, STRAP OR CLIP SHOULD BE VERIFIED BY STRUCTURAL ENGINEER.
22. ALL WINDOWS TO COMPLY W/ THE 2023 FLORIDA BUILDING CODE 139 MPH WIND LOAD REQUIREMENT.
23. SUBCONTRACTORS SHALL VERIFY ALL APPLICABLE DIMENSIONS AND FIXTURE LOCATIONS.
24. ALL INTERIOR SLABS TO HAVE STEEL TROWEL FINISH. ALL EXTERIOR SLABS TO HAVE MEDIUM BROOM FINISH.
25. REFER TO TUB/SHOWER MANUFACTURER FOR DRAIN LOCATION, PER OWNER'S SELECTION.
26. ALL PLUMBING TO MEET LOCAL PLUMBING CODES.
27. PROVIDE STUB-OUT FOR ICE MAKER AT REFRIGERATOR LOCATION. WINDOWS AND EXTERIOR DOORS SHALL COMPLY W/ SBC WIND LOAD REQUIREMENTS.
28. USE GREENBOARD AT WET WALLS.
29. PROVIDE BLOCKING AT 33"-36" AFF IN BATHROOM WALLS ABOVE WATER CLOSET, TUB/SHOWER FAUCETS AND TUB SOAP DISH FOR FUTURE GRAB BARS.
30. CONTRACTOR TO PROVIDE SITE ADDRESS PER SECTION R319 OF 2023 FBCR.
31. FOAM PLASTIC MATERIALS TO MEET THE REQUIREMENTS OF THE 2023 FBCR.
32. PROTECTION OF WOOD DECAY TO MEET THE REQUIREMENTS OF THE 2023 FBCR.
33. PROVIDE HANDICAP ACCESSIBILITY PER SECTION R320 OF THE 2023 FBCR.
34. TERMITE TREATING AND PROTECTION TO MEET THE REQUIREMENT OF SECTION R318 OF THE 2023 FBCR.
35. FINISHED FLOOR TO MINIMUM 8" ABOVE GRADE. FINISHED FLOOR TO MINIMUM 12" ABOVE CROWN OF ROAD.
36. THIS STRUCTURE SHALL MEET THE REQUIREMENTS OF THE 2023 FBCR. MaintenanceOF TRAFFIC SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (LATEST EDITION AND REVISIONS) AND THE FLORIDA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN STANDARDS (LATEST EDITION AND REVISIONS)
37. LOCAL RESIDENTIAL/BUSINESS ACCESS SHALL BE MAINTAINED AT ALL TIMES.
38. NO LANE CLOSURES WILL OCCUR BETWEEN THE HOURS OF 6 A.M. AND 9 A.M. OR BETWEEN THE HOURS OF 3:30 P.M. AND 6:30 P.M. MONDAY THROUGH FRIDAY.
39. THE USE OF TRAFFIC CONES WILL BE RESTRICTED TO ACTIVE WORK PERIODS ONLY. CHANNELIZING DEVICES (TYPE I, II, DRUMS) SHALL BE USED DURING INACTIVE WORK PERIODS UNLESS OTHERWISE SPECIFIED.
40. THE A.H.J. RESERVES THE RIGHT TO REQUIRE ADDITIONAL DEVICES AND/OR CHANGES TO THE TRAFFIC CONTROL PLAN BASED UPON CHANGING TRAFFIC CONDITIONS.
41. PEDESTRIAN CONTROL SHALL BE MAINTAINED ON ONE SIDE OF THE ROAD AT ALL TIMES. IF UNABLE TO DO SO, THE CONTRACTOR SHALL PROVIDE TEMPORARY WALKWAYS, BOARDWALKS AND / OR TEMPORARY CONCRETE SIDEWALKS.
42. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSURING EACH EMPLOYEE SUPERVISING THE SELECTION AND PLACEMENT OF MAINTENANCE OF TRAFFIC (MOT) CONTROL DEVICES SHALL BE PROPERLY TRAINED BY ATTENDING AND SUCCESSFULLY COMPLETING A FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) APPROVED MOT COURSE. THE TRAINING SHALL BE AT A LEVEL APPLICABLE TO THE EMPLOYEES LEVEL OF INVOLVEMENT. COPIES OF CERTIFICATION SHALL BE PROVIDED TO THE CITY TRANSPORTATION ENGINEERING DIVISION PRIOR TO IMPLEMENTING ANY PHASE OF MOT.
43. THE CONTRACTOR SHALL PROVIDE A TRAFFIC CONTROL SUPERVISOR (TCS) WHO IS RESPONSIBLE FOR INITIATING, INSTALLING, AND MAINTAINING ALL TRAFFIC CONTROL DEVICES.
44. THE TCS SHALL BE AVAILABLE ON A 24-HOUR PER DAY BASIS, PARTICIPATE IN ALL CHANGES TO TRAFFIC CONTROL AND REVIEW THE PROJECT ON A DAY-TO-DAY BASIS.
45. THE TCS SHALL BE PRESENT DURING THE INITIAL SETUP OF THE TRAFFIC CONTROL PLAN AND ALL SUBSEQUENT PHASES OR CHANGES TO THE TRAFFIC CONTROL.
46. THE TCS SHALL IMMEDIATELY CORRECT ALL DEFICIENCIES.
47. THE CONTRACTOR SHALL ENSURE THE TCS BE AVAILABLE ON SITE WITHIN 45 MINUTES OF NOTIFICATION OF AN EMERGENCY SITUATION AND IS PREPARED TO RESPOND TO AND CORRECT THE TRAFFIC CONTROL OR PROVIDE ALTERNATE ARRANGEMENTS FOR CORRECTIVE ACTIONS.
48. THE TCS SHALL BE RESPONSIBLE FOR PERFORMING WEEKLY DAYTIME AND NIGHTTIME INSPECTIONS OF ALL TRAFFIC CONTROL DEVICES, TRAFFIC FLOW, AND PEDESTRIAN, BICYCLIST MOVEMENT THROUGH THE WORK AREA AND BUSINESS ACCOMMODATIONS.
49. THE CITY MAY DISQUALIFY AND REMOVE FROM THE PROJECT A TRAFFIC CONTROL SUPERVISOR THAT FAILS TO COMPLY WITH THESE PROVISIONS. THE CITY MAY ALSO SUSPEND ALL WORK ACTIVITIES UNTIL CORRECTIVE ACTIONS HAVE BEEN COMPLETED.
50. NO DRAINAGE IS PERMITTED TO BE DISCHARGED ONTO SURROUNDING PRIVATE PROPERTY, NOR CAN EXISTING DRAINAGE PATTERNS BE ADVERSELY AFFECTED BY ANY CONSTRUCTION. SURFACE DRAINAGE TO MEET THE REQUIREMENTS OF THE A.H.J. CODE OF ORDINANCES.

electrical symbols

- 110 V. DUPLEX OUTLET
- 110 V. DUPLEX OUTLET (ARCH FAULT INTERRUPT) — AFI
- 110 V. DEDICATED DUPLEX OUTLET
- 110 V. GFI DUPLEX OUTLET — GFI
- FLOOR DUPLEX RECEPTACLE
- 220 VOLT OUTLET
- WEATHER PROOF GFI — WP
- 110 V. FLR. MTD. DUPLEX OUTLET
- 110 V. CLG. MTD. DUPLEX OUTLET — CLG
- QUAD RECEPTACLE
- DUPLEX RECEPTACLE (USB INDICATES CHARGING OUTLET/STATION) — USB
- 240 VOLT ELECTRIC VEHICLE CHARGING OUTLET — EV
- SWITCH @ 42" — S
- 3-WAY SWITCH @ 42" — S3
- SWITCH DIMMING CIRCUIT @ 42" — S°
- PUSH BUTTON
- CHIMES
- TV JACK — TV
- ETHERNET / PHONE JACK
- KEYPAD — K
- THERMOSTAT — T
- EXHAUST FAN + TIMER SWITCH — F
- HEAT DETECTOR (LOW = LOW TEMP SENSOR, LP = LP GAS DETECTOR) — HEAT
- REMOTE TRANSFORMER — TRANS
- FLOOD LIGHT
- SMOKE/CO DETECTOR — SD
- FIXTURE TYPE, SEE SCHED.
- SURFACE MTD. LIGHT
- RECESSED LIGHT (ARROW = DIRECTIONAL)
- MOISTURE PROOF RECESSED LIGHT — MP
- WALL MOUNTED LIGHT
- MONOPOINT
- PLUG-IN FIXTURE
- PENDANT FIXTURE — P
- OVERHEAD FAN
- OVERHEAD FAN
- CEILING MOUNTED SPEAKER
- IN-WALL SPEAKER
- LED STRIP LIGHT
- STEP LIGHT
- IN-GROUND/WELL LIGHT
- TRACK/HEADS
- WALL MOUNTED SWING-ARM LIGHT
- ELECTRICAL PANEL — ELEC
- ELECTRICAL METER
- A/C DISCONNECT
- GAS TANKLESS WATER HEATER
- GARAGE DOOR OPENER
- FLUORESCENT LIGHT

symbol legend

- A — Wall Type (see wall type schedule)
- 10.01 — Door Type (see door schedule)
- 11 — Window Type (see window schedule)
- 1 / A101 — Building Section
- 1 / A101 — Wall Section
- 1 / A101 — Detail Number
- 1 / A101 — Building Elevation
- A101 / 1 — Interior Elevation
- +2'-0" — Elevation Mark
- ROOM, Width x Length — Room Name
- A — Column Line
- Center Line
- 3 — Revision Tag
- 20 R @ ±7 1/2" — Stair Tag
- STEP — Single Step
- Floor Grille
- Window
- X / AX.X — View Callout
- Door w/ Screen Panel

code index

building	CONSTRUCTION SHALL BE IN ACCORDANCE W/ THE 2023 FLORIDA BUILDING CODE RESIDENTIAL.
electrical	ALL ELECTRICAL SHALL BE IN ACCORDANCE W/ THE 2020 NATIONAL ELECTRICAL CODE.
gas	ALL GAS SHALL BE IN ACCORDANCE W/ THE 2023 FLORIDA BUILDING CODE GAS.
mechanical	ALL MECHANICAL SHALL BE IN ACCORDANCE W/ THE 2023 FLORIDA BUILDING CODE MECHANICAL.
plumbing	ALL PLUMBING SHALL BE IN ACCORDANCE W/ THE 2023 FLORIDA BUILDING CODE PLUMBING CODE.
accessibility	ALL ACCESSIBILITY CODE SHALL BE IN ACCORDANCE W/ FLORIDA BUILDING CODE (FBC-A), 8th EDITION (2023) FLORIDA ACCESSIBILITY CODE
energy conservation	ALL ENERGY CODE SHALL BE IN ACCORDANCE W/ FLORIDA BUILDING CODE - ENERGY CONSERVATION (FBC-EC), 8th EDITION (2023)
fire prevention	ALL FIRE PROTECTION CODE SHALL BE IN ACCORDANCE W/ FLORIDA FIRE PREVENTION CODE (FFPC), 8th EDITION (2023) WHICH INCORPORATES NFPA 1, FIRE CODE (LSC), 8th EDITION (2023), FLORIDA AMENDMENTS NFPA 101, LIFE SAFETY CODE (LSC), 8th EDITION (2023), FLORIDA AMENDMENTS NFPA 13, INSTALLATION OF FIRE SPRINKLERS, 2022 EDITION

design team

architecture	WINTER PARK DESIGN ADDRESS: 151 CIRCLE DRIVE MAITLAND, FL 32751 PHONE: 407.644.8993 CONTACT: MATTHEW JOHNSON
contractor	
structure	ALBA ENGINEERING ADDRESS: P.O.# 63901 ORLANDO, FL 32854 PHONE: 407.421.4866 CONTACT: DAN SOUTER
interior	N/A
landscape	N/A

nomenclature

A235
- DISCIPLINE
- CATEGORY
- DRAWING NUMBER

DISCIPLINE		CATEGORY	
A	ARCHITECTURE	0	GENERAL / LIFE SAFETY
C	CIVIL	1	SITE PLAN
ID	INTERIOR DESIGN	2	FLOOR PLAN
L	LANDSCAPE	3	REFLECTED CEILING PLAN
IR	IRRIGATION	4	INTERIOR ELEVATIONS
S	STRUCTURAL	5	EXTERIOR ELEVATIONS
		6	BUILDING & WALL SECTIONS
		7	EXTERIOR / INTERIOR DETAILS
		8	SCHEDULES
		9	ELECTRICAL

ARCHITECT

WINTER PARK DESIGN

ENGINEER

alba ENGINEERING
C.A. #30556
DANIEL SOUTER, P.E.
P.E.# 63901
P.O.BOX 547774
ORLANDO, FL 32854
PHONE: (407) 421-4866

SEAL

the BALMORAL RESIDENCE

681 BALMORAL ROAD WINTER PARK, FL

Revisions

Issue Date	06/15/2026
Project Status	DD
Project Designer	RGH
Project Drafter	MWL

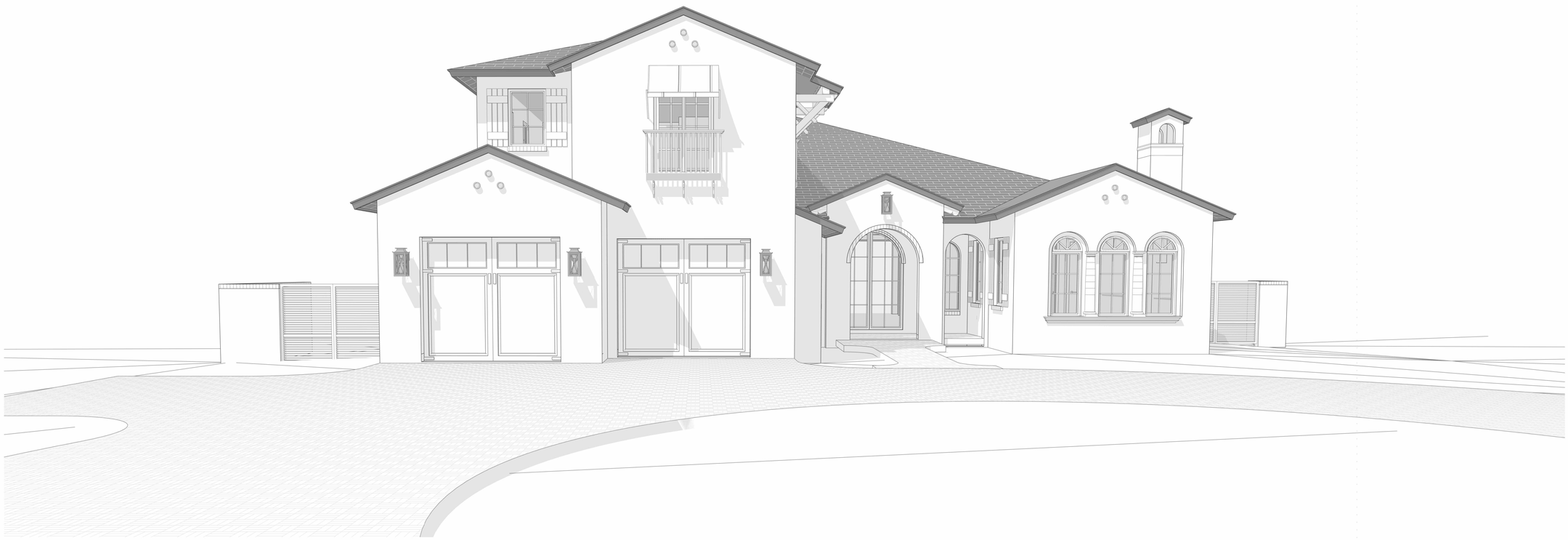
CONFIDENTIALITY NOTICE:
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GENERAL NOTES

G001

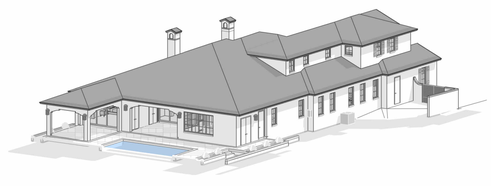
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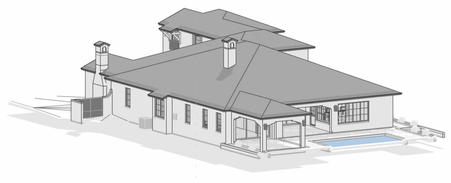
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ARCHITECT

WINTER PARK DESIGN

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SEAL

the BALMORAL RESIDENCE

681 BALMORAL ROAD WINTER PARK, FL

Revisions

Issue Date	06/15/2026
Project Status	DD
Project Designer	RGH
Project Drafter	MWL

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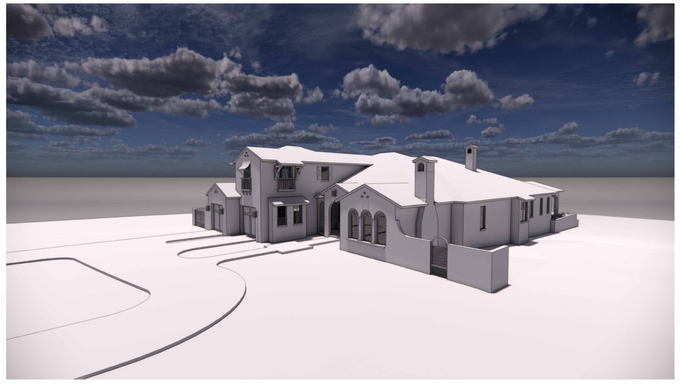
PROJECT OVERVIEW

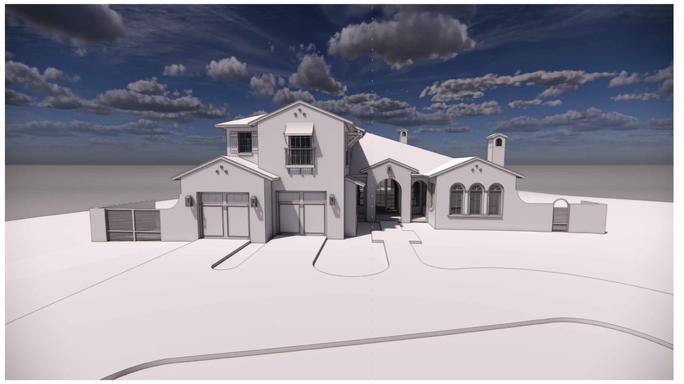
G002

Sheet No.

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ARCHITECT

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Revisions

Issue Date 06/15/2026

Project Status DD
Project Designer RGH
Project Drafter MWL

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PROJECT RENDERINGS

G003

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ARCHITECT

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681 BALMORAL ROAD WINTER PARK, FL

Revisions

Issue Date 06/15/2026

Project Status DD
Project Designer RGH
Project Drafter MWL

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PROJECT RENDERINGS

G004

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TERMITE NOTES

1. R318 TERMITE PROTECTION SHALL BE PROVIDED BY REGISTERED TERMTICIDES, R318 TERMITE PROTECTION SHALL BE PROVIDED BY REGISTERED TERMTICIDES, INCLUDING SOIL APPLIED PESTICIDES, BAITING SYSTEMS, AND PESTICIDES INCLUDING SOIL APPLIED PESTICIDES, BAITING SYSTEMS, AND PESTICIDES APPLIED TO WOOD, OR OTHER APPROVED METHODS OF TERMITE PROTECTION APPLIED TO WOOD, OR OTHER APPROVED METHODS OF TERMITE PROTECTION LABELED FOR USE AS A PREVENTATIVE TREATMENT TO NEW CONSTRUCTION LABELED FOR USE AS A PREVENTATIVE TREATMENT TO NEW CONSTRUCTION (SEE SECTION 202, REGISTERED TERMITICIDE). UPON COMPLETION OF THE (SEE SECTION 202, REGISTERED TERMITICIDE). UPON COMPLETION OF THE APPLICATION OF THE TERMITE PROTECTION TREATMENT, A CERTIFICATE OF APPLICATION OF THE TERMITE PROTECTION TREATMENT, A CERTIFICATE OF COMPLIANCE SHALL BE ISSUED TO THE BUILDING DEPARTMENT BY THE LICENSED COMPLIANCE SHALL BE ISSUED TO THE BUILDING DEPARTMENT BY THE LICENSED PEST CONTROL COMPANY THAT CONTAINS THE FOLLOWING STATEMENT: "THE PEST CONTROL COMPANY THAT CONTAINS THE FOLLOWING STATEMENT: "THE BUILDING HAS RECEIVED A COMPLETE TREATMENT FOR THE PREVENTION OF BUILDING HAS RECEIVED A COMPLETE TREATMENT FOR THE PREVENTION OF SUBTERRANEAN TERMITES. TREATMENT IS IN ACCORDANCE W/ RULES AND SUBTERRANEAN TERMITES. TREATMENT IS IN ACCORDANCE W/ RULES AND LAWS ESTABLISHED BY FLORIDA DEPARTMENT OF AGRICULTURE AND LAWS ESTABLISHED BY FLORIDA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES." CONSUMER SERVICES."
2. USE REGISTERED TERMITICIDES OR OTHER APPROVED METHODS.
3. SOIL TREATMENTS FOR SUBTERRANEAN TERMITES.
4. PROTECTION TO BE DONE AFTER ALL EXCAVATION, BACKFILLING, AND COMPACTION IS COMPLETE.
5. DISTURBED SOIL TREATMENT MUST BE RETREATED.
6. TREATMENT SHALL BE PROTECTED FROM RAINFALL BY 6 MIL VAPOR BARRIER. IF RAINFALL OCCURS BEFORE BARRIER PLACEMENT, SOIL MUST BE RETREATED.
7. TREATMENT AROUND EXTERIOR OF FOUNDATION SHALL BE DONE AFTER REMOVAL OF CONCRETE OVER POURS OR ACCUMULATED MORTAR.
8. TREATMENT APPLIED UNDER ALL EXTERIOR CONCRETE OR GRADE W/IN 1 FOOT OF PRIMARY STRUCTURE SIDEWALLS. VERTICAL CHEMICAL BARRIER SHALL BE APPLIED PROMPTLY AFTER CONSTRUCTION COMPLETION (INCLUDING LAND- SCAPING AND IRRIGATION/SPRINKLER INSTALLATION.)
9. ALL BUILDINGS SHALL HAVE PRE-CONSTRUCTION TREATMENT PER RULES AND LAWS ESTABLISHED FLORIDA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES.
10. PROTECTIVE SLEEVES AROUND METALLIC PIPING PENETRATING CONCRETE SLAB-ON-SLAB GRADE FLOORS SHALL NOT BE CELLULOSE-CONTAINING MATERIALS AND RECEIVE AN APPLICATION OF TERMITICIDE IN ANNULAR SPACE BETWEEN SLEEVE AND PIPE.

zoning requirements

SITE INFORMATION	
PROJECT NAME	3725 BALMORAL
PROJECT ADDRESS	681 BALMORAL ROAD WINTER PARK, FL
EXISTING ZONING	R-1AAA

SITE SETBACKS	REQUIRED	PROPOSED
FRONT	30'-0"	35' - 0"
REAR (FIRST)	50'-0"	85' - 5"
REAR (SECOND)	50'-0"	123' - 1"
LEFT SIDE (FIRST)	14'-0"	14' - 0"
LEFT SIDE (SECOND)	19'-0"	24' - 0"
RIGHT SIDE (FIRST)	14'-0"	14' - 0"
RIGHT SIDE (SECOND)	19'-0"	49' - 8"

BUILDING HEIGHT	
ALLOWED	30' - 0"
PROPOSED	24' - 4"

FAR CALCULATIONS	
LOT AREA	20374.66 ft²
FAR ALLOWED	7131.13 ft² (35%)
FAR PROPOSED	6235.17 ft² (31%)
3% BONUS ROOF AREA	611.24 ft²
BONUS ROOF AREA PROPOSED	0.00 ft²

IMPERVIOUS COVERAGE	
LOT AREA	+/- 20374.66 ft²
ALLOWED	10187.33 ft² (50%)
PROPOSED	
BUILDING COVERAGE	5615.83 ft²
HARDSCAPE	4560.32 ft²
TOTAL	10176.15 ft² (50%)

PORCHES	
FRONT ALLOWED	400.00 ft²
PROPOSED	130.11 ft²
REAR ALLOWED	500.00 ft²
PROPOSED	258.00 ft²

STORAGE AREA	
ALLOWED	611.24 ft²
PROPOSED	0.00 ft²

area tabulations

FLOOR AREA RATIO

NAME	TYPE	SQFT
FIRST FLOOR	CONDITIONED	4048.46 ft²
SECOND FLOOR	CONDITIONED	1068.00 ft²
2 CAR GARAGE	GARAGE	796.20 ft²
LANAI	NON-CONDITIONED	264.00 ft²
STOR	NON-CONDITIONED	58.50 ft²
TOTAL FAR		6235.17 ft²

AREA TOTAL CONSTRUCTION

NAME	TYPE	SQFT
FIRST FLOOR	CONDITIONED	4048.46 ft²
SECOND FLOOR	CONDITIONED	1068.00 ft²
2 CAR GARAGE	GARAGE	796.20 ft²
FRONT PORCH	NON-CONDITIONED	130.11 ft²
LANAI	NON-CONDITIONED	264.00 ft²
REAR PORCH	NON-CONDITIONED	318.56 ft²
STOR	NON-CONDITIONED	58.50 ft²
TOTAL CONSTRUCTION		6683.83 ft²

STORAGE

NAME	TYPE	SQFT

AREA CONDITIONED

NAME	TYPE	SQFT
FIRST FLOOR	CONDITIONED	4048.46 ft²
SECOND FLOOR	CONDITIONED	1068.00 ft²
TOTAL CONDITIONED		5116.46 ft²

AREA NON-CONDITIONED

NAME	TYPE	SQFT
REAR PORCH	NON-CONDITIONED	318.56 ft²
STOR	NON-CONDITIONED	58.50 ft²
LANAI	NON-CONDITIONED	264.00 ft²
FRONT PORCH	NON-CONDITIONED	130.11 ft²
TOTAL NON-CONDITIONED		771.17 ft²

AREA GARAGE

NAME	TYPE	SQFT
2 CAR GARAGE	GARAGE	796.20 ft²
TOTAL GARAGE		796.20 ft²

BUILDING COVERAGE

NAME	TYPE	SQFT
FIRST FLOOR	CONDITIONED	4048.46 ft²
2 CAR GARAGE	GARAGE	796.20 ft²
FRONT PORCH	NON-CONDITIONED	130.11 ft²
LANAI	NON-CONDITIONED	264.00 ft²
REAR PORCH	NON-CONDITIONED	318.56 ft²
STOR	NON-CONDITIONED	58.50 ft²
TOTAL SF		5615.83 ft²

AREA HARDSCAPE

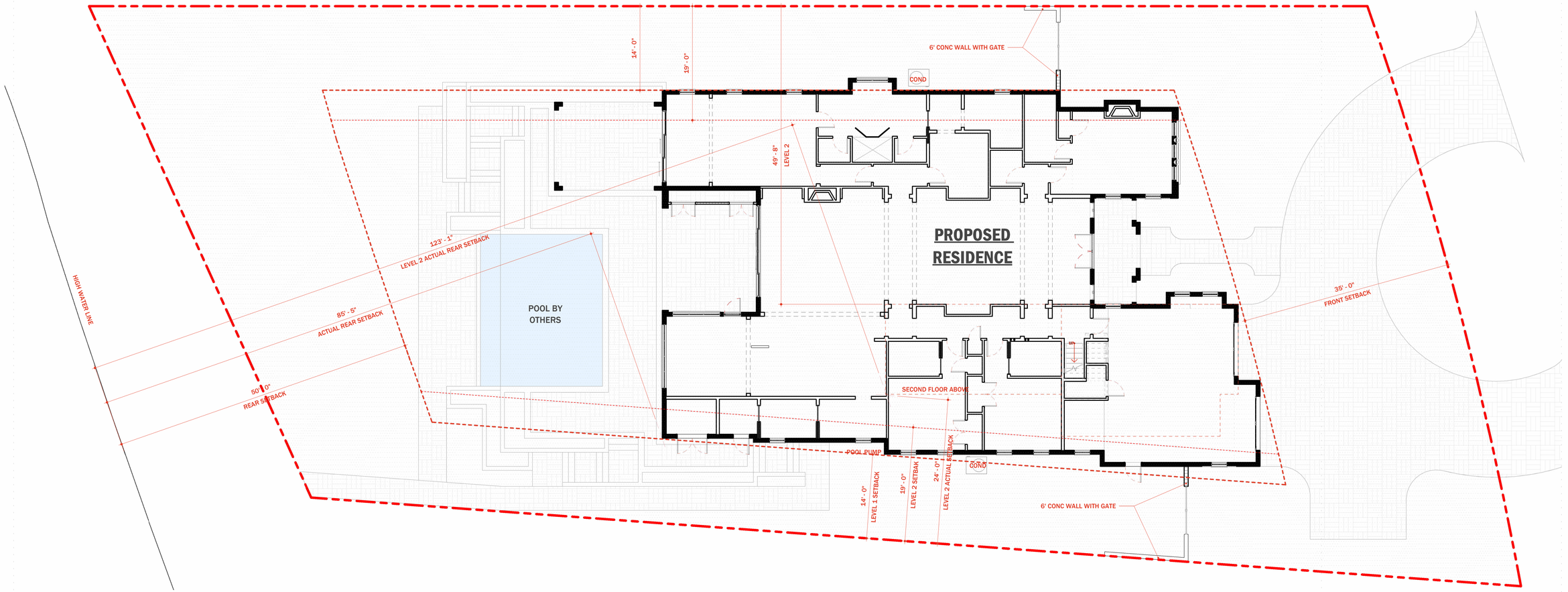
NAME	TYPE	SQFT
POOL DECK	HARDSCAPE	2141.34 ft²
FRONT DRIVE	HARDSCAPE	2418.99 ft²
TOTAL HARDSCAPE		4560.32 ft²

AREA IMPERVIOUS

NAME	TYPE	SQFT
FIRST FLOOR	CONDITIONED	4048.46 ft²
2 CAR GARAGE	GARAGE	796.20 ft²
POOL DECK	HARDSCAPE	2141.34 ft²
FRONT DRIVE	HARDSCAPE	2418.99 ft²
REAR PORCH	NON-CONDITIONED	318.56 ft²
STOR	NON-CONDITIONED	58.50 ft²
LANAI	NON-CONDITIONED	264.00 ft²
FRONT PORCH	NON-CONDITIONED	130.11 ft²
TOTAL IMPERVIOUS		10176.16 ft²

legal description

KENILWORTH SHORES SECTION SIX V/111 LOT 11 BLK A



1 architectural site plan

SCALE: 1/8" = 1'-0"

0 4' 8' 16' 24'

1/8" = 1'-0"

ARCHITECT

WINTER PARK DESIGN

ENGINEER

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SEAL

RESIDENCE

the BALMORAL

681 BALMORAL ROAD WINTER PARK, FL

Revisions

Issue Date	06/15/2026
Project Status	DD
Project Designer	RGH
Project Drafter	MWL

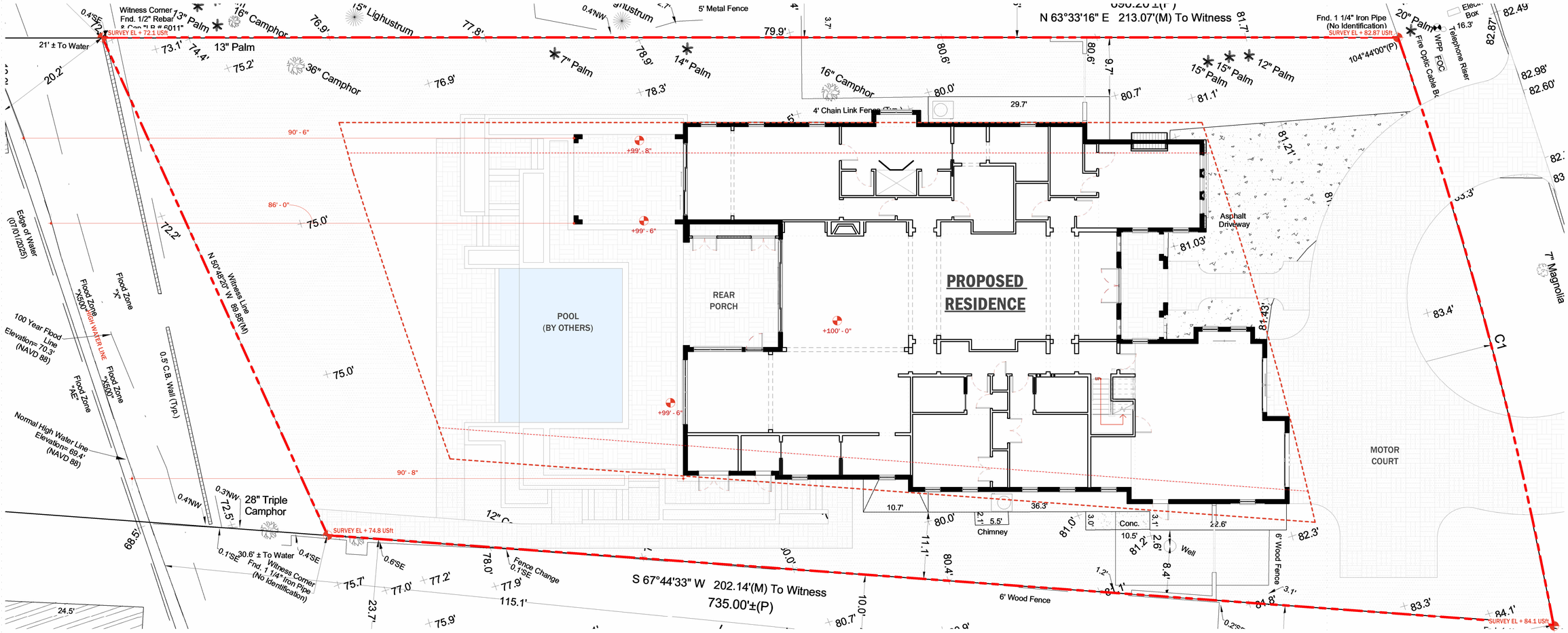
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SITE PLAN

A101

Sheet No.

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1 **architectural site plan w/ survey**

SCALE: 1/8" = 1'-0"

0 4' 8' 16' 24'

1/8" = 1'-0"

ARCHITECT

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681 BALMORAL ROAD WINTER PARK, FL

Revisions

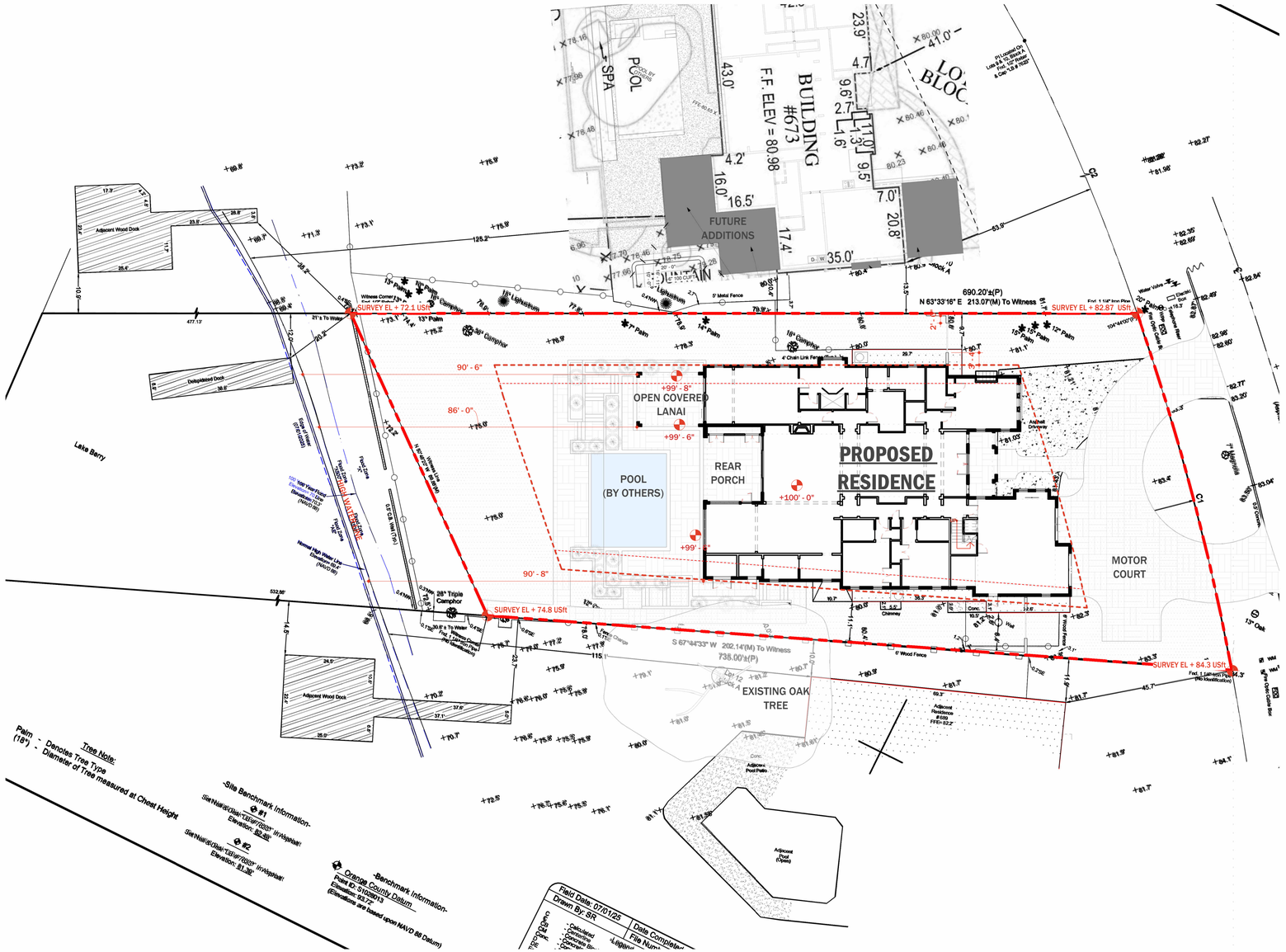
Issue Date	06/15/2026
Project Status	DD
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SITE PLAN w/ SURVEY

A102

Sheet No. ©2026



1 site plan w/ neighbors

SCALE: 1/16" = 1'-0"

0 4' 8' 16' 24'

1/8" = 1'-0"

ARCHITECT

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681 BALMORAL ROAD WINTER PARK, FL

Revisions

Issue Date	06/15/2026
Project Status	DD
Project Designer	RGH
Project Drafter	MWL

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SITE PLAN w/ NEIGHBORS

A103

Sheet No. ©2026



1 site plan w/ neighbors

SCALE: 1/16" = 1'-0"

0 4' 8' 16' 24'

1/8" = 1'-0"

ARCHITECT

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SEAL

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681 BALMORAL ROAD WINTER PARK, FL

Revisions

Issue Date	06/15/2026
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Project Drafter	MWL

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SITE PLAN w/ NEIGHBORS VIEWS

A104

Sheet No.

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zoning requirements

SITE INFORMATION	
PROJECT NAME	3725 BALMORAL
PROJECT ADDRESS	681 BALMORAL ROAD WINTER PARK, FL
EXISTING ZONING	R-1AAA

SITE SETBACKS	REQUIRED	PROPOSED
FRONT	30'-0"	35' - 0"
REAR (FIRST)	50'-0"	57' - 2"
REAR (SECOND)	50'-0"	123' - 1"
LEFT SIDE (FIRST)	14'-0"	14' - 0"
LEFT SIDE (SECOND)	19'-0"	24' - 0"
RIGHT SIDE (FIRST)	14'-0"	14' - 0"
RIGHT SIDE (SECOND)	19'-0"	49' - 8"

BUILDING HEIGHT	
ALLOWED	30' - 0"
PROPOSED	24' - 4"

FAR CALCULATIONS	
LOT AREA	20374.66 ft²
FAR ALLOWED	7131.13 ft² (35%)
FAR PROPOSED	6235.17 ft² (31%)
3% BONUS ROOF AREA	611.24 ft²
BONUS ROOF AREA PROPOSED	0.00 ft²

IMPERVIOUS COVERAGE	
LOT AREA	+/- 20374.66 ft²
ALLOWED	10187.33 ft² (50%)
PROPOSED	
BUILDING COVERAGE	5615.83 ft²
HARDSCAPE	4560.32 ft²
TOTAL	10176.15 ft² (50%)

PORCHES	
FRONT ALLOWED	400.00 ft²
PROPOSED	130.11 ft²
REAR ALLOWED	500.00 ft²
PROPOSED	258.00 ft²

STORAGE AREA	
ALLOWED	611.24 ft²
PROPOSED	0.00 ft²

area tabulations

FLOOR AREA RATIO

NAME	TYPE	SQFT
FIRST FLOOR	CONDITIONED	4048.46 ft²
SECOND FLOOR	CONDITIONED	1068.00 ft²
2 CAR GARAGE	GARAGE	796.20 ft²
LANAI	NON-CONDITIONED	264.00 ft²
STOR	NON-CONDITIONED	58.50 ft²
TOTAL FAR		6235.17 ft²

AREA TOTAL CONSTRUCTION

NAME	TYPE	SQFT
FIRST FLOOR	CONDITIONED	4048.46 ft²
SECOND FLOOR	CONDITIONED	1068.00 ft²
2 CAR GARAGE	GARAGE	796.20 ft²
FRONT PORCH	NON-CONDITIONED	130.11 ft²
LANAI	NON-CONDITIONED	264.00 ft²
REAR PORCH	NON-CONDITIONED	318.56 ft²
STOR	NON-CONDITIONED	58.50 ft²
TOTAL CONSTRUCTION		6683.83 ft²

AREA CONDITIONED

NAME	TYPE	SQFT
FIRST FLOOR	CONDITIONED	4048.46 ft²
SECOND FLOOR	CONDITIONED	1068.00 ft²
TOTAL CONDITIONED		5116.46 ft²

AREA NON-CONDITIONED

NAME	TYPE	SQFT
REAR PORCH	NON-CONDITIONED	318.56 ft²
STOR	NON-CONDITIONED	58.50 ft²
LANAI	NON-CONDITIONED	264.00 ft²
FRONT PORCH	NON-CONDITIONED	130.11 ft²
TOTAL NON-CONDITIONED		771.17 ft²

AREA GARAGE

NAME	TYPE	SQFT
2 CAR GARAGE	GARAGE	796.20 ft²
TOTAL GARAGE		796.20 ft²

BUILDING COVERAGE

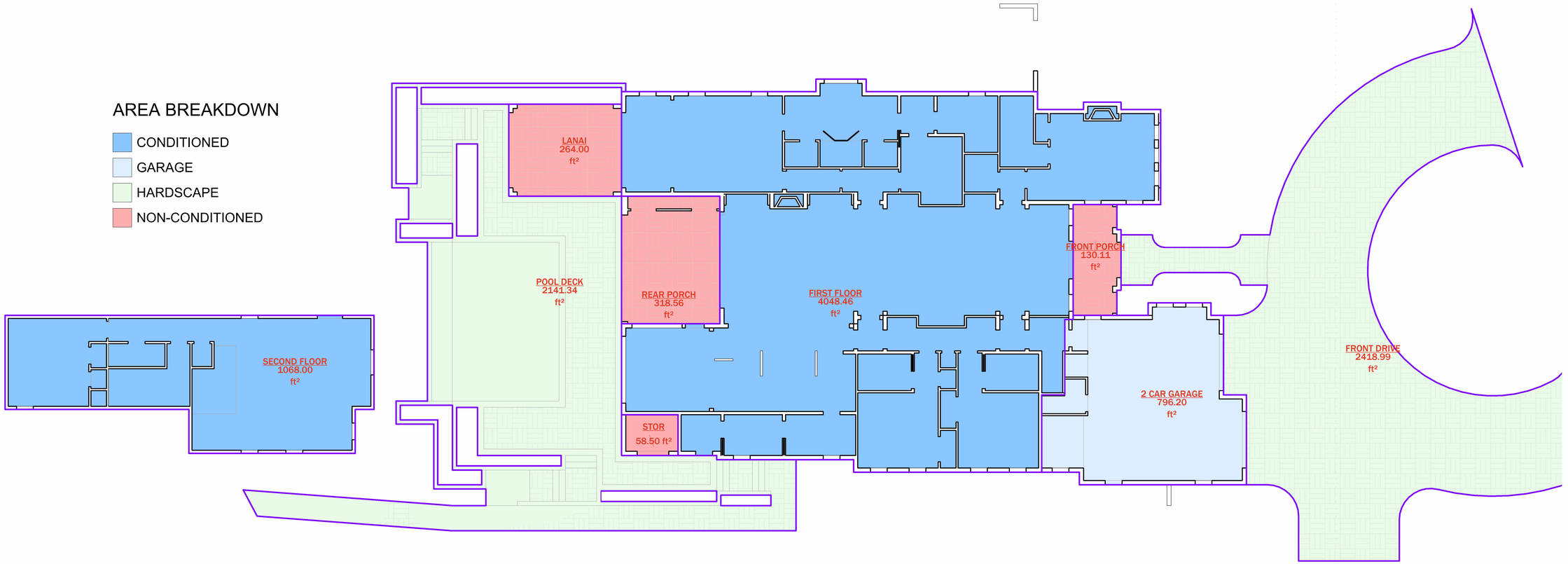
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2 CAR GARAGE	GARAGE	796.20 ft²
FRONT PORCH	NON-CONDITIONED	130.11 ft²
LANAI	NON-CONDITIONED	264.00 ft²
REAR PORCH	NON-CONDITIONED	318.56 ft²
STOR	NON-CONDITIONED	58.50 ft²
TOTAL SF		5615.83 ft²

AREA HARDSCAPE

NAME	TYPE	SQFT
POOL DECK	HARDSCAPE	2141.34 ft²
FRONT DRIVE	HARDSCAPE	2418.99 ft²
TOTAL HARDSCAPE		4560.32 ft²

AREA IMPERVIOUS

NAME	TYPE	SQFT
FIRST FLOOR	CONDITIONED	4048.46 ft²
2 CAR GARAGE	GARAGE	796.20 ft²
POOL DECK	HARDSCAPE	2141.34 ft²
FRONT DRIVE	HARDSCAPE	2418.99 ft²
REAR PORCH	NON-CONDITIONED	318.56 ft²
STOR	NON-CONDITIONED	58.50 ft²
LANAI	NON-CONDITIONED	264.00 ft²
FRONT PORCH	NON-CONDITIONED	130.11 ft²
TOTAL IMPERVIOUS		10176.16 ft²



2 area calcs - level 2

SCALE: 1/8" = 1'-0"

1 area calcs - level 1

SCALE: 1/8" = 1'-0"

0 4' 8' 16' 24'

1/8" = 1'-0"

ARCHITECT

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SEAL

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681 BALMORAL ROAD WINTER PARK, FL

Revisions

Issue Date	06/15/2026
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Project Designer	RGH
Project Drafter	MWL

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AREA PLAN

A105

Sheet No.

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1 **presentation plan**

SCALE: 1/4" = 1'-0"

0 2' 4' 8' 12'

1/4" = 1'-0"

ARCHITECT

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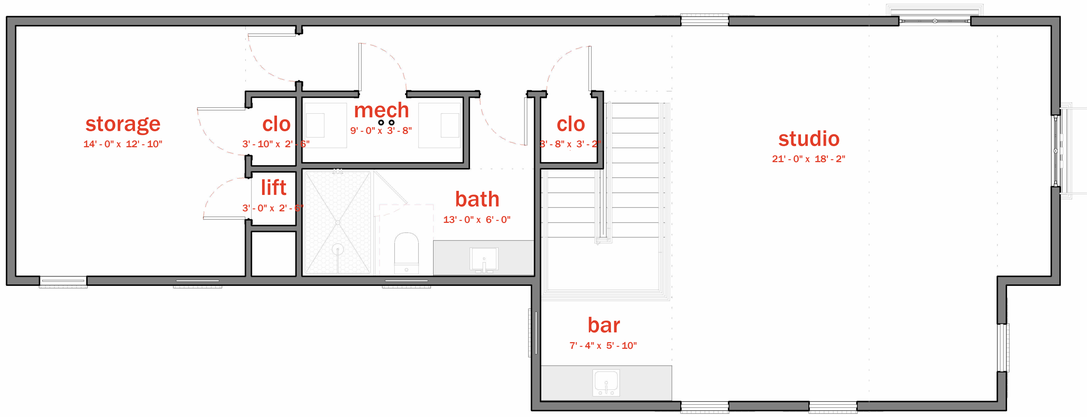
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PRESENTATION PLAN - LEVEL 1

A201

Sheet No.

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1 **presentation plan - level 2**

SCALE: 1/4" = 1'-0"

0 2' 4' 8' 12'

1/4" = 1'-0"

ARCHITECT

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PRESENTATION PLAN - LEVEL 2

A202

Sheet No.

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general notes

1. ALL DOOR AND WINDOW ASSEMBLIES AND INSTALLATION TO MEET OR EXCEED THE REQUIREMENT OF THE 139 MPH WIND LOADS OF SECTION 1609 OF THE 2023 FLORIDA BUILDING CODE AND THE ANCHORING REQUIREMENTS OF SECTION R609.7 OF THE 2023 FLORIDA BUILDING CODE RESIDENTIAL.
2. WINDOW ATTACHMENT IS THE RESPONSIBILITY OF THE BUILDER/ CONTRACTOR AS PER THE PARTICULAR WINDOW MANUFACTURER'S INSTALLATION REQUIREMENTS TO MEET DESIGN PRESSURE AND MUST BE SIGNED AND SEALED BY A LICENSED ENGINEER FROM THE STATE OF FLORIDA.
3. THE BUILDER MUST PROVIDE ENGINEERED MATERIAL AND INSTALLATION DETAILS FROM THE MANUFACTURER OF THE DOORS (INCLUDING GARAGE DOOR) AND WINDOWS. THIS MUST BE AVAILABLE ON SITE IN THE INSPECTION BOX BEFORE FRAMING TAKES PLACE .
4. ALL HABITABLE ROOMS TO MEET THE MINIMUM LIGHT AND VENTILATION REQUIREMENTS OF SECTION R303.1 OF THE 2023 FLORIDA BUILDING CODE RESIDENTIAL.
5. STAIRS TO MEET THE REQUIREMENTS OF SECTION R311.7 OF THE 2023 FLORIDA BUILDING CODE RESIDENTIAL.
6. ALL WOOD WHICH COMES INTO CONTACT WITH CEMENTITIOUS MATERIAL MUST BE PRESSURE TREATED.
7. PROVIDE SMOKE DETECTION AT ALL BEDROOMS (INSIDE & OUTSIDE) ADJACENT TO BEDROOM DOOR. ALSO PROVIDE SMOKE DETECTORS AT FIRST & SECOND FLOOR IN CLOSE PROXIMITY TO STAIRS AS PER SECTION R314 OF THE 2023 FLORIDA BUILDING CODE RESIDENTIAL.
8. PROVIDE CARBON MONOXIDE ALARM W/IN 10'-0" OF THE BEDROOMS AS PER SECTION R315 OF THE 2023 FLORIDA BUILDING CODE RESIDENTIAL.
9. GARAGE DOORS TO MEET THE REQUIREMENTS OF SECTION R609.7 OF THE 2023 FLORIDA BUILDING CODE RESIDENTIAL.
10. CONTRACTOR TO SUBMIT WIND TEST CERTIFICATION FOR OVERHEAD DOORS PER SECTION R609 OF THE 2023 FLORIDA BUILDING CODE RESIDENTIAL.
11. ALL SECOND FLOOR WINDOWS TO BE MINIMUM 24" ABOVE FINISHED FLOOR U.N.O.
12. IF A DOWEL IS MISSED, APPLY W/ EPOXY (SIMPSON #ET) W/6" EMBEDMENT. DRILL 3/4" DIAMETER HOLES FOR #5 DOWELS.

dimension plan - level 1

SCALE: 1/4" = 1'-0"

0 2' 4' 8' 12'

1/4" = 1'-0"

ARCHITECT

WINTER PARK DESIGN

ENGINEER

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SEAL

the BALMORAL RESIDENCE

681 BALMORAL ROAD WINTER PARK, FL

Revisions

Issue Date	06/15/2026
Project Status	DD
Project Designer	RGH
Project Drafter	MWL

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DIMENSION PLAN - LEVEL 1

A206

Sheet No.

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window schedule - level 1

TYPE	COUNT	WIDTH	HEIGHT	HEAD HEIGHT	ASSEMBLY	REMARKS
			LOCATION			
A	1	10' - 8"	6' - 0"	8' - 0"		TEMPERED GLASS
B	1	8' - 0"	6' - 0"	8' - 0"		
C	1	5' - 4"	5' - 6"	8' - 0"		TEMPERED GLASS, OPAQUE GLASS
H	4	2' - 8"	5' - 0"	8' - 0"		
J	12	2' - 8"	5' - 6"	8' - 0"		
K	1	2' - 8"	5' - 6"	8' - 0"		OPERABLE EGRESS
L	2	2' - 8"	5' - 0"	6' - 8"		HALF ROUND TOP
M	3	2' - 4"	5' - 0"	6' - 10"		HALF ROUND TOP W/STAR

TOTAL WINDOWS: 25

window schedule - studio

TYPE	COUNT	HEIGHT	WIDTH	HEAD HEIGHT	ASSEMBLY	REMARKS
		LOCATION				
D	2	6' - 8"	4' - 0"	<varies>		TEMPERED GLASS
E	3	2' - 8"	2' - 8"	6' - 8"		
F	1	3' - 6"	2' - 8"	6' - 8"		OPERABLE EGRESS
G	4	4' - 0"	2' - 8"	6' - 8"		<varies>

TOTAL WINDOWS: 10

door schedule - level 1

TYPE	COUNT	EXTERIOR	SIZE HEIGHT	SIZE WIDTH	HEAD HEIGHT	THICKNESS	REMARKS
1	1	Yes	10' - 0"	15' - 4"	10' - 0"		
2	1	Yes	9' - 0"	6' - 0"	8' - 8"		EXTERIOR GLASS FRENCH DOORS, TEMPERED
3	1	Yes	8' - 4"	3' - 0"	8' - 0"		
4	1	Yes	8' - 0"	12' - 0"	8' - 0"		
5	2	Yes	8' - 0"	9' - 0"	7' - 6"		GARAGE DOOR
6	1	Yes	8' - 0"	5' - 0"	7' - 6"		
7	5	No	8' - 0"	2' - 8"	8' - 0"	1 - 3/4"	
8	1	No	8' - 0"	2' - 8"	7' - 6"		GARAGE ACCESS DOOR
8	10	No	8' - 0"	2' - 8"	8' - 0"		
9	2	No	8' - 0"	2' - 8"	8' - 0"		
10	1	No	8' - 0"	2' - 6"	8' - 0"		
11	1	No	8' - 0"	2' - 4"	8' - 0"		
11	1	No	8' - 0"	2' - 0"	8' - 0"		
14	1	No	4' - 0"	2' - 8"	4' - 0"		

TOTAL DOORS: 29

door schedule - studio

TYPE	COUNT	EXTERIOR	SIZE HEIGHT	SIZE WIDTH	HEAD HEIGHT	THICKNESS	REMARKS
12	4	No	6' - 8"	2' - 8"	6' - 8"		
13	1	No	6' - 8"	2' - 6"	6' - 8"		
18	1	No	6' - 8"	2' - 4"	6' - 8"		

TOTAL DOORS: 6

handrail notes

- 34" TO 38" HIGH ABOVE LEADING EDGE OF TREAD
- OPENINGS:
  INTERMEDIATE RAILS SHALL HAVE LESS THAN A 4" GAP
  BOTTOM RAIL TO FLOOR SHALL BE LESS THAN A 2" GAP
  TRIANGLE AT TREAD, RISER, & RAIL LESS THAN 6" GAP
- CROSS SECTION:
  CIRCULAR= 1-1/4" TO 2" DIAMETER
  NONCIRCULAR= EQUIVALENT GRASPABILITY
  EDGES= MIN 1/8" RADIUS
- CLEAR SPACE BETWEEN HANDRAIL AND WALL SHALL BE A MIN 1-1/2"
- MAY BE INTERRUPTED BY NEWEL POST AT TURN
- STRENGTH, DURABILITY, AND ATTACHMENT FOR 200# LOAD IN ANY DIRECTION
- STAIRS SHALL BE ILLUMINATED AS PER SECT R303.6
  (VERIFY DESIGN WITH OWNER)

HANDRAILS PER SECTION R311.7 OF 2023 FLORIDA BUILDING CODE RESIDENTIAL

guardrail notes

GUARDRAILS PER SECTION R312.1 OF 2023 FLORIDA BUILDING CODE RESIDENTIAL

1. SHALL BE A MINIMUM OF 36" HIGH INTERMEDIATE RAILS SHALL HAVE LESS THAN A 4" GAP
2. BOTTOM RAIL TO FLOOR SHALL BE LESS THAN A 2" GAP
3. STRENGTH, DURABILITY, AND ATTACHMENT FOR 200# LOAD IN ANY DIRECTION (VERIFY DESIGN W/ OWNER)

flashing notes

FLASHING: FLASHINGS SHALL BE INSTALLED IN SUCH A MANNER AS TO PREVENT MOISTURE ENTERING THE WALL THROUGH THE JOINT IN THE COPING, THROUGH MOISTURE PERMEABLE MATERIAL, AT INTERSECTIONS W/ THE ROOF PLANE OR AT PARAPET WALL PENETRATIONS.

LOCATIONS: FLASHINGS SHALL BE INSTALLED AT (1) WALL & ROOF LOCATIONS: INTERSECTIONS, (2) AT GUTTERS, (3) WHEREVER THERE IS A CHANGE IN ROOF SLOPE OR DIRECTION, AND (4) AROUND ROOF OPENINGS. WHERE FLASHING IS OF METAL, THE METAL SHALL BE CORROSION-RESISTANT W/ A THICKNESS OF NOT LESS THAN 0.019 INCH (26 GAUGE/0.551 MM) GALVANIZED SHEET.

fireplace notes

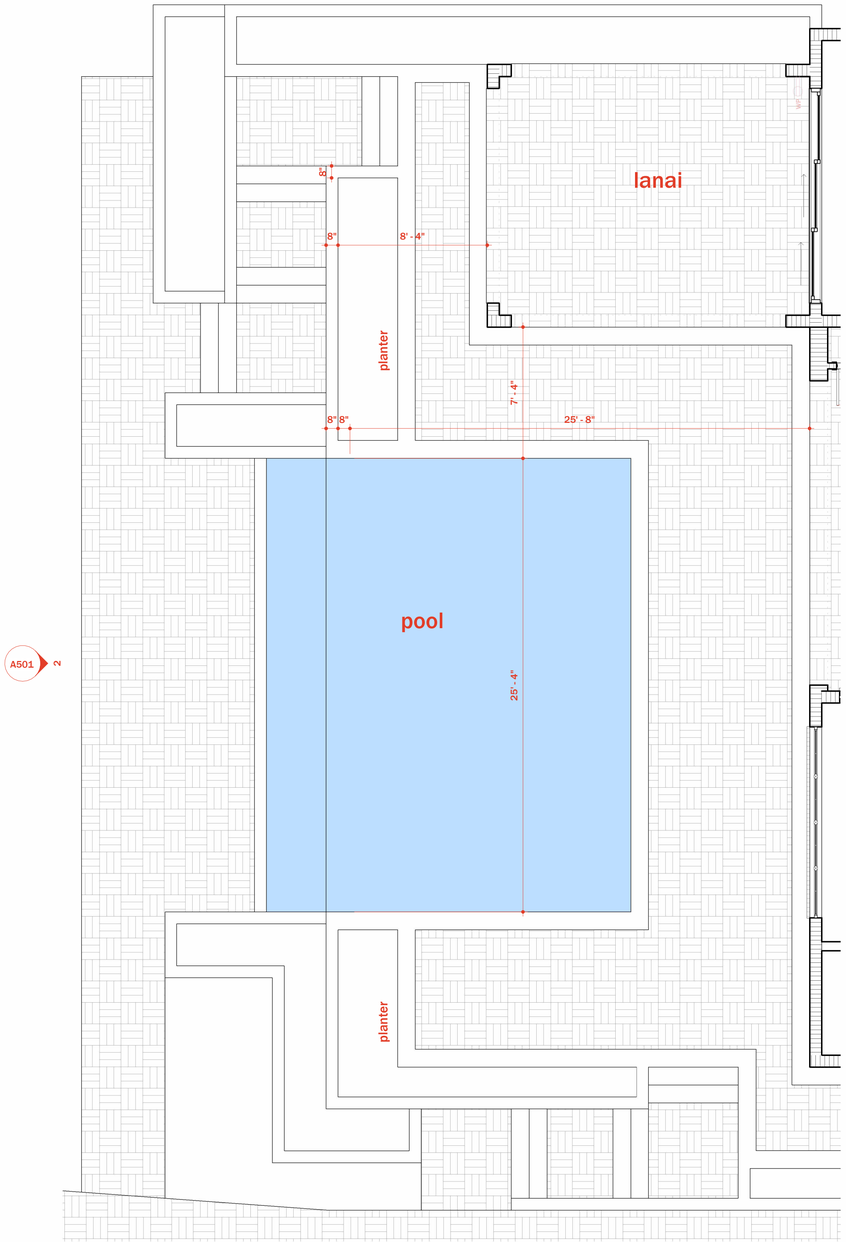
COMBUSTIBLE MANTLE/TRIM PER SECTION R1001 OF THE 2023 FLORIDA BUILDING CODE RESIDENTIAL
-CLEARANCE MIN 6" FROM FIREPLACE OPENING
-SIDE TRIM
-PROJECTION > 1-1/2"=6"+PROJECTION DEPTH
-MANTLE: PROJECTION > 1-1/2"=MIN 12" ABOVE
(VERIFY DESIGN W/ OWNER)

HEARTH EXTENSION PER SECTION R1001.1/R1001.10/R1001.9 OF THE 2023 FLORIDA BUILDING CODE RESIDENTIAL
-SHALL BE APPROVED NONCOMBUSTIBLE MATERIAL
-FIREPLACE OPENINGS:
LESS THAN 6 SQ. FT.= 16" FRONT, 8" SIDE 6 SQ. FT. OR LARGER = 20" FRONT, 12" SIDE
-EXTEND FROM FLOOR TO ELEVATED FIREBOX
(VERIFY DESIGN W/ OWNER)

cased openings

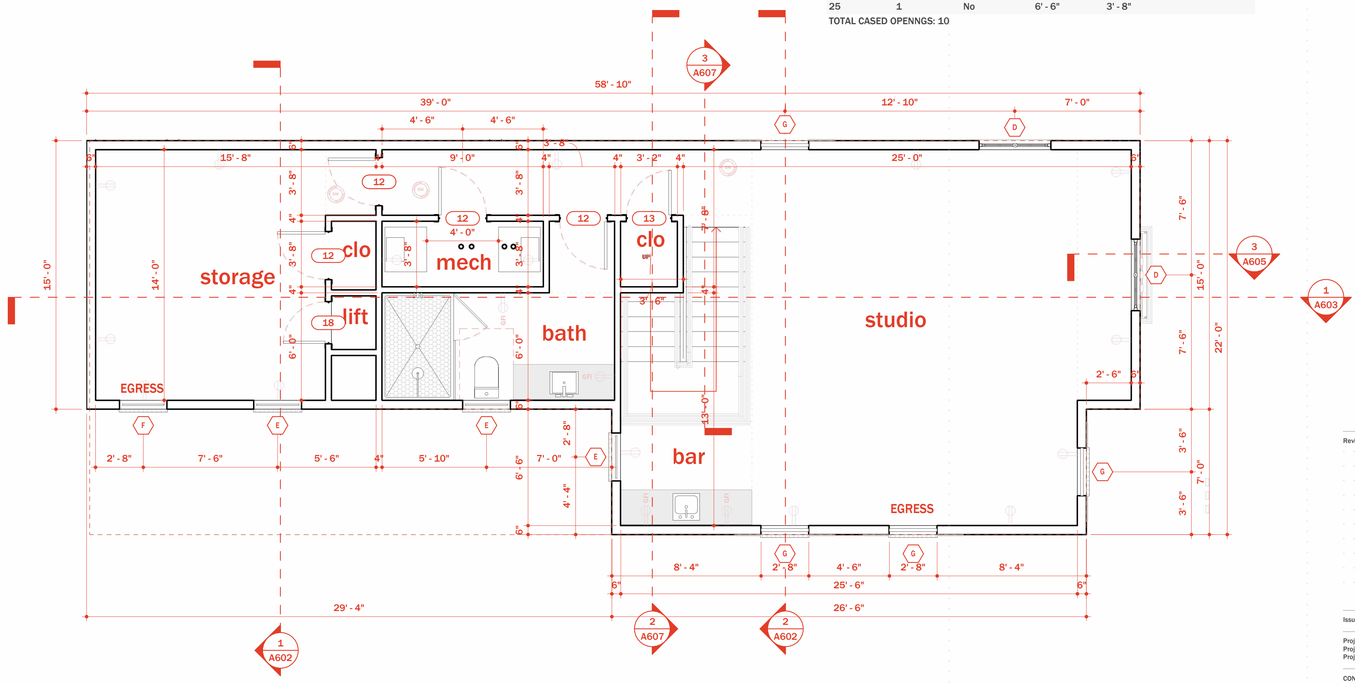
MARK	COUNT	EXTERIOR	HEAD HEIGHT	WIDTH	THICKNESS
20	1	No	9' - 0"	19' - 4"	
21	4	No	9' - 0"	16' - 4"	
22	1	No	9' - 0"	14' - 0"	
23	1	No	9' - 0"	12' - 4"	
24	2	No	9' - 0"	3' - 0"	
25	1	No	6' - 6"	3' - 8"	

TOTAL CASED OPENNGS: 10



2 deck plan

SCALE: 1/4" = 1'-0"



1 dimension plan - level 2

SCALE: 1/4" = 1'-0"

0 2' 4' 8' 12'
1/4" = 1'-0"

ARCHITECT
WINTER PARK DESIGN

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SEAL

RESIDENCE
the BALMORAL
681 BALMORAL ROAD WINTER PARK, FL

Revisions

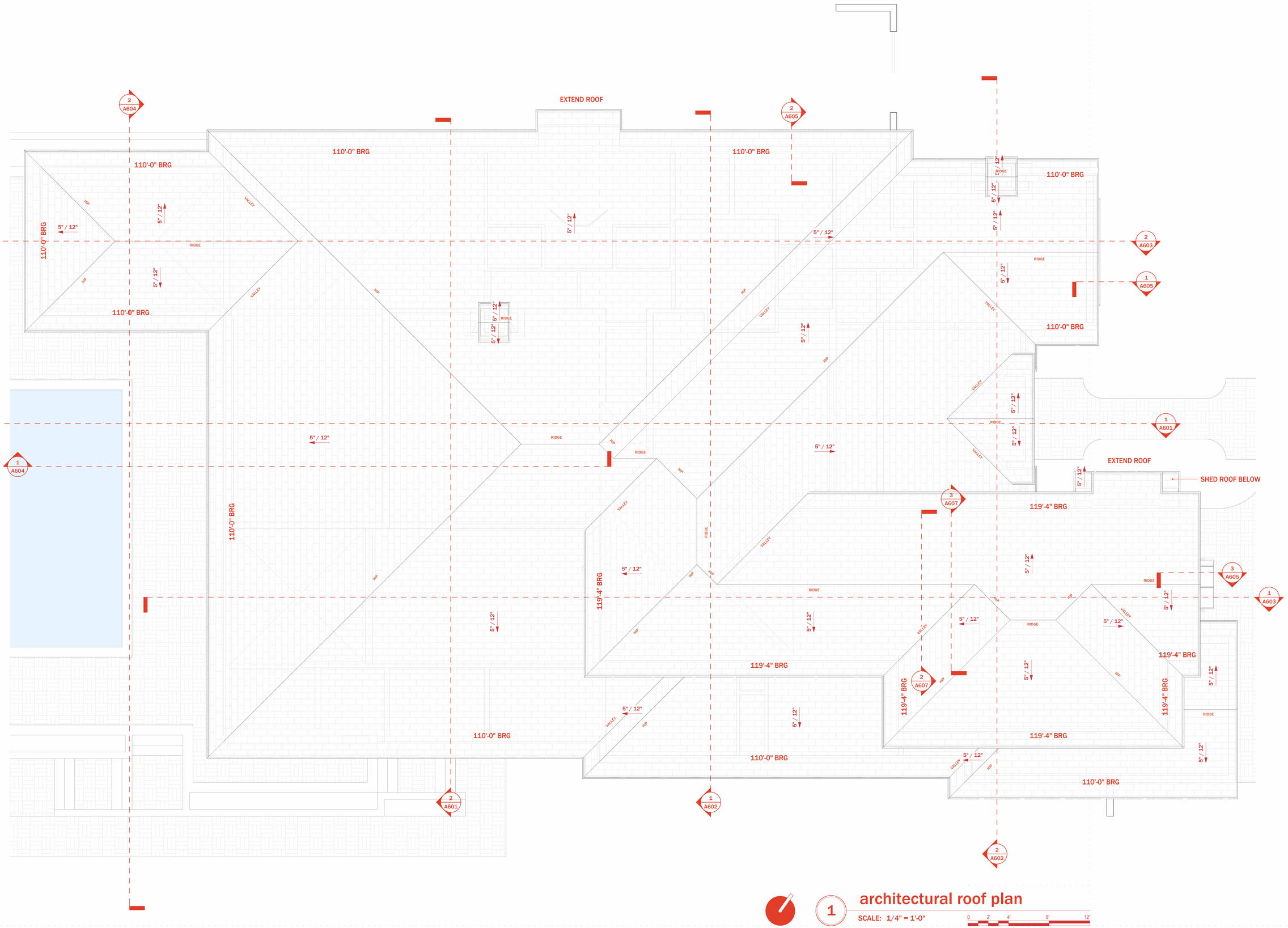
Issue Date	06/15/2026
Project Status	DD
Project Designer	RGH
Project Drafter	MWL

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DIMENSION PLAN - LEVEL 2

A207

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1 architectural roof plan

SCALE: 1/4" = 1'-0"

0 2' 4' 8' 12'

1/4" = 1'-0"

ARCHITECT

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681 BALMORAL ROAD WINTER PARK, FL

Revisions

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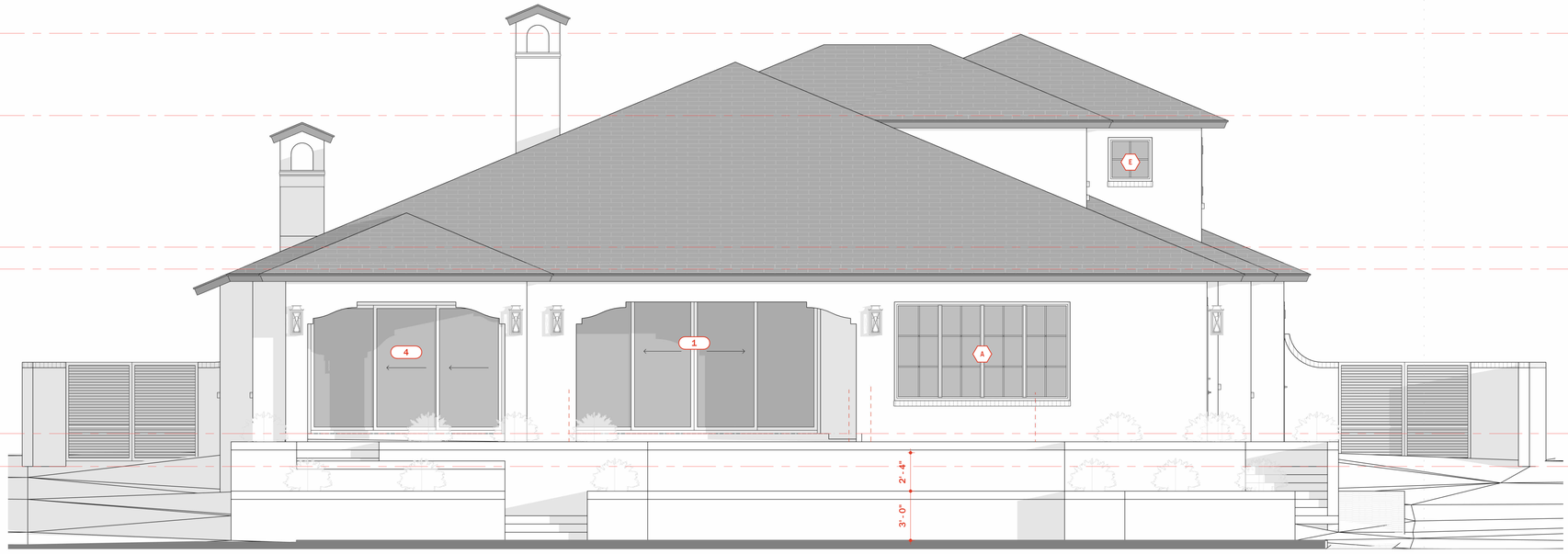
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ARCHITECTURAL ROOF PLAN

A208

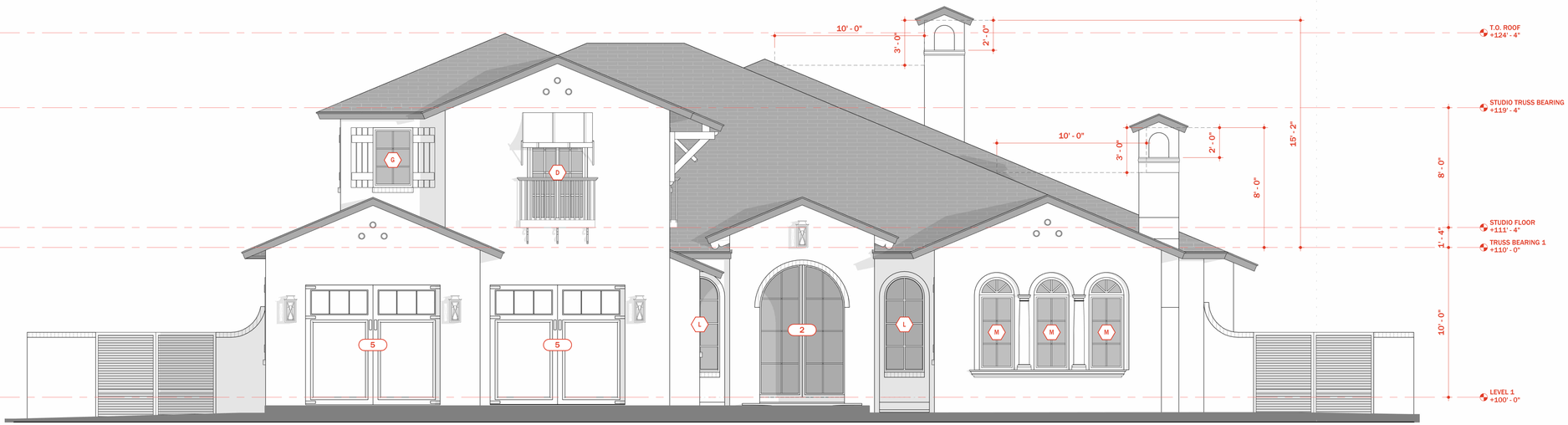
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2 rear

SCALE: 1/4" = 1'-0"



1 front

SCALE: 1/4" = 1'-0"

0 2' 4' 8' 12'

1/4" = 1'-0"

ARCHITECT

WINTER PARK DESIGN

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681 BALMORAL ROAD WINTER PARK, FL

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Project Drafter MWL

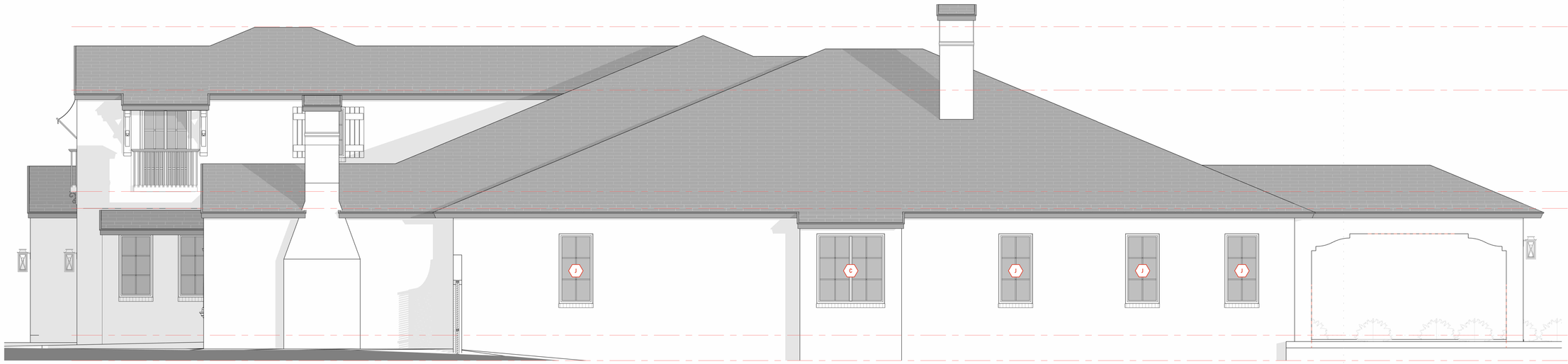
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EXTERIOR ELEVATIONS - FRONT AND BACK

A501

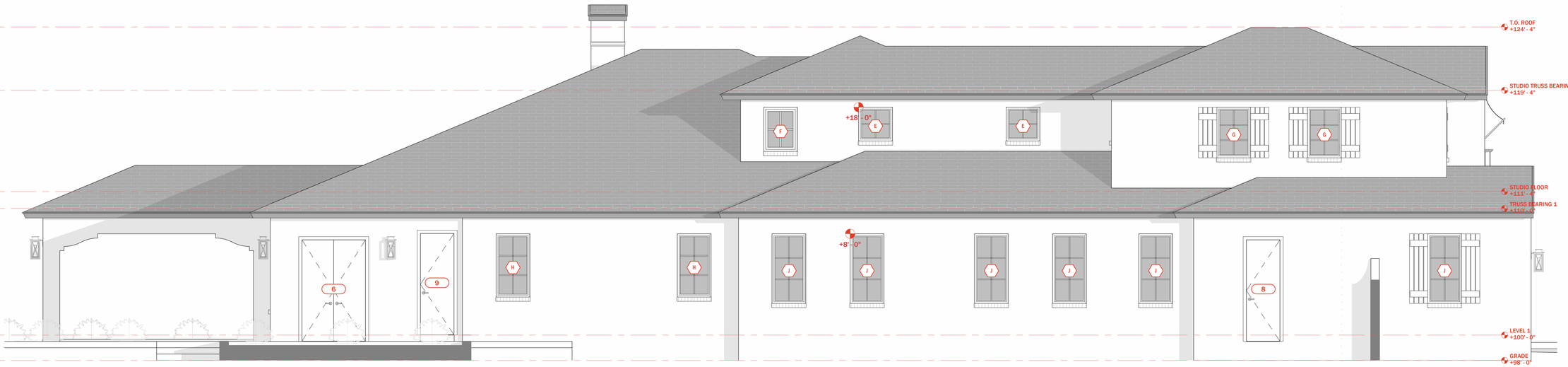
Sheet No.

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2 right

SCALE: 1/4" = 1'-0"



1 left

SCALE: 1/4" = 1'-0"

0 2' 4' 8' 12'

1/4" = 1'-0"

ARCHITECT
WINTER PARK DESIGN

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SEAL

T.O. ROOF
+124' - 4"
STUDIO TRUSS BEARING
+119' - 4"
STUDIO FLOOR
+111' - 4"
TRUSS BEARING 1
+110' - 0"
LEVEL 1
+100' - 0"
GRADE
+98' - 0"

the BALMORAL RESIDENCE

681 BALMORAL ROAD WINTER PARK, FL

Revisions

Issue Date	06/15/2026
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Project Drafter	MWL

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EXTERIOR ELEVATIONS - LEFT AND RIGHT

A502

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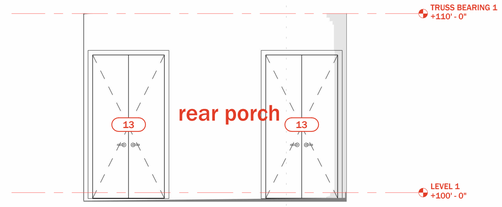
6 garage wall

SCALE: 1/4" = 1'-0"



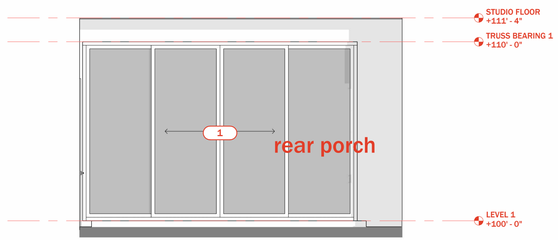
5 porch wall left

SCALE: 1/4" = 1'-0"



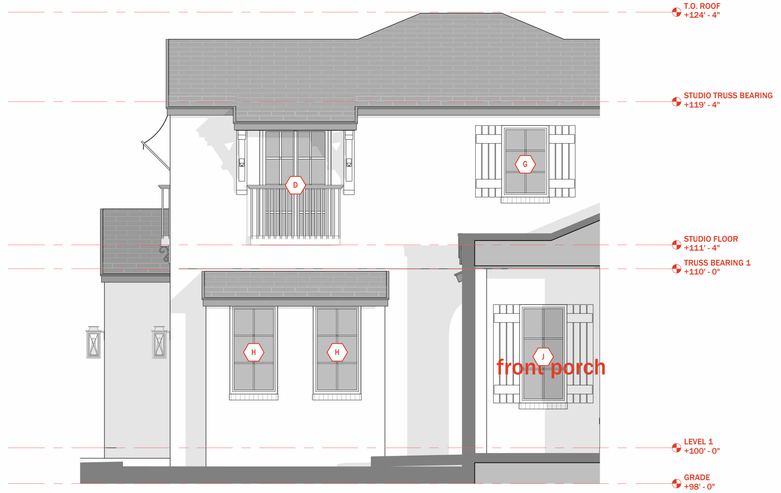
4 porch wall right

SCALE: 1/4" = 1'-0"



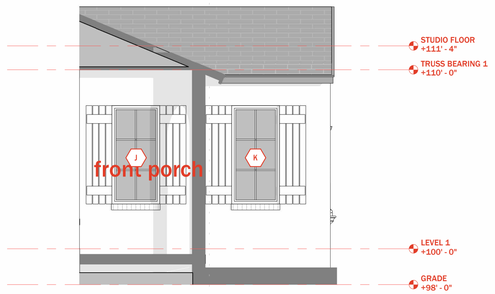
3 rear door wall

SCALE: 1/4" = 1'-0"



2 entry wall left

SCALE: 1/4" = 1'-0"



1 entry wall right

SCALE: 1/4" = 1'-0"

0 2' 4' 8' 12'

1/4" = 1'-0"

ARCHITECT
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SEAL

the BALMORAL RESIDENCE

681 BALMORAL ROAD WINTER PARK, FL

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Project Drafter	MWL

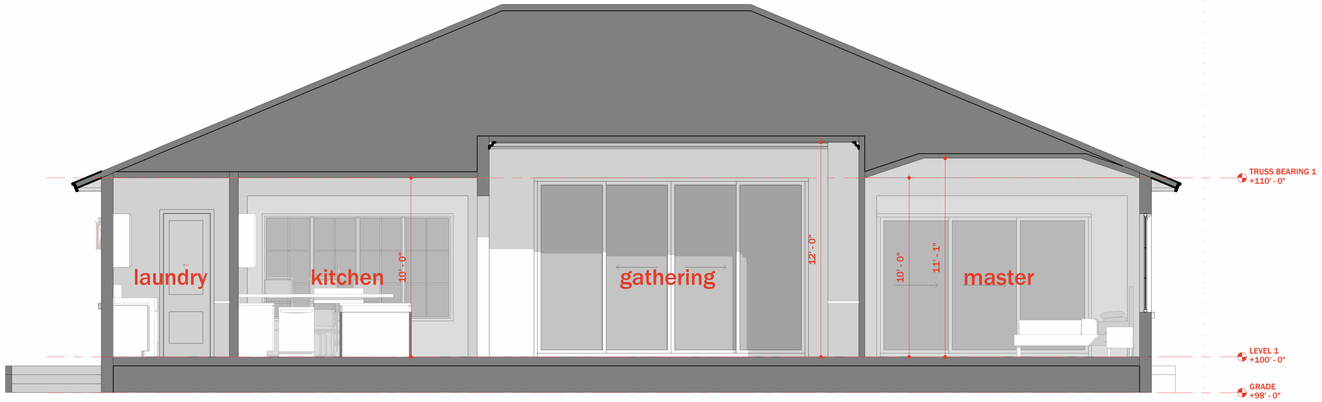
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EXTERIOR ELEVATIONS - ALCOVES

A503

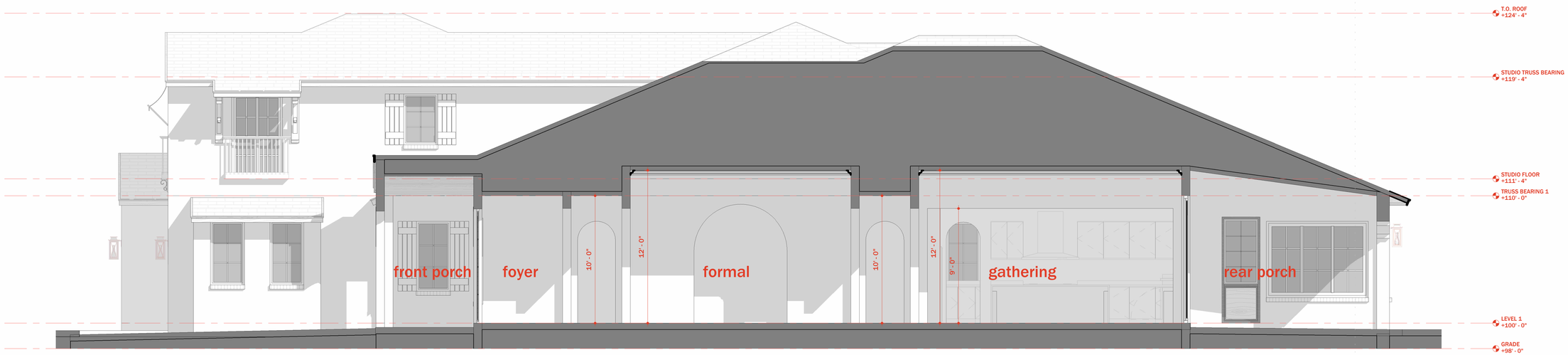
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2 gathering/kithen/master

SCALE: 1/4" = 1'-0"



1 front/back

SCALE: 1/4" = 1'-0"

0 2' 4' 8' 12'

1/4" = 1'-0"

ARCHITECT

WINTER PARK DESIGN

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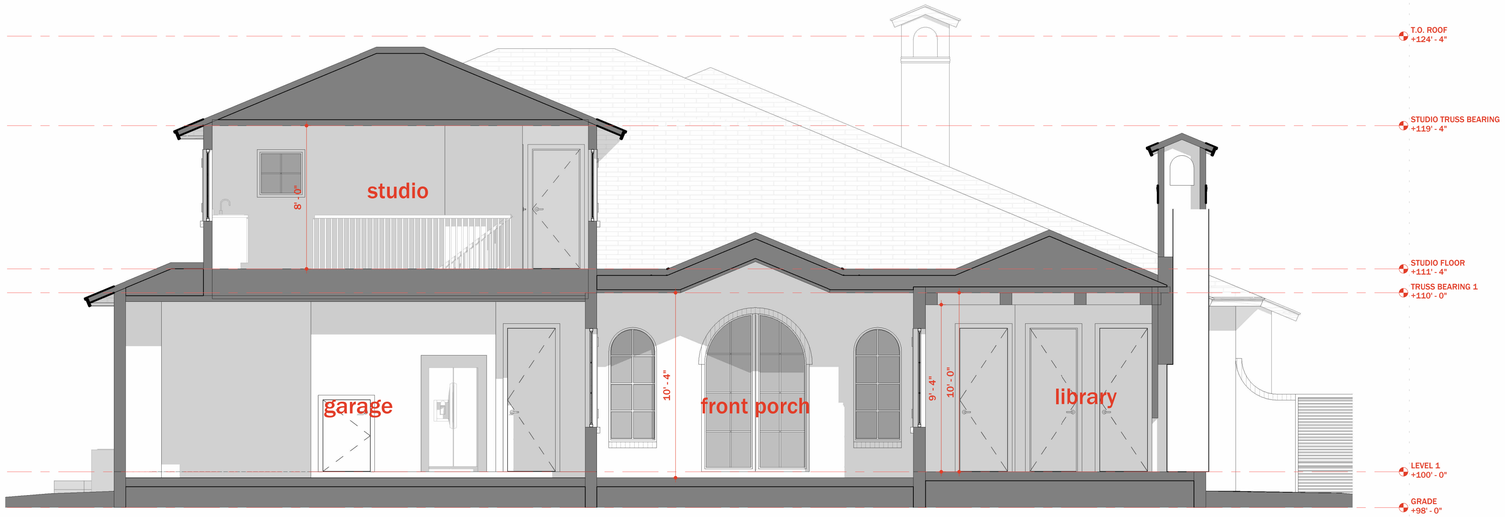
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BUILDING SECTIONS

A601

Sheet No.

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2 garage/library/second floor

SCALE: 1/4" = 1'-0"



1 formal/bedroom/closet

SCALE: 1/4" = 1'-0"

0 2' 4' 8' 12'

1/4" = 1'-0"

ARCHITECT

WINTER PARK DESIGN

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alba ENGINEERING
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SEAL

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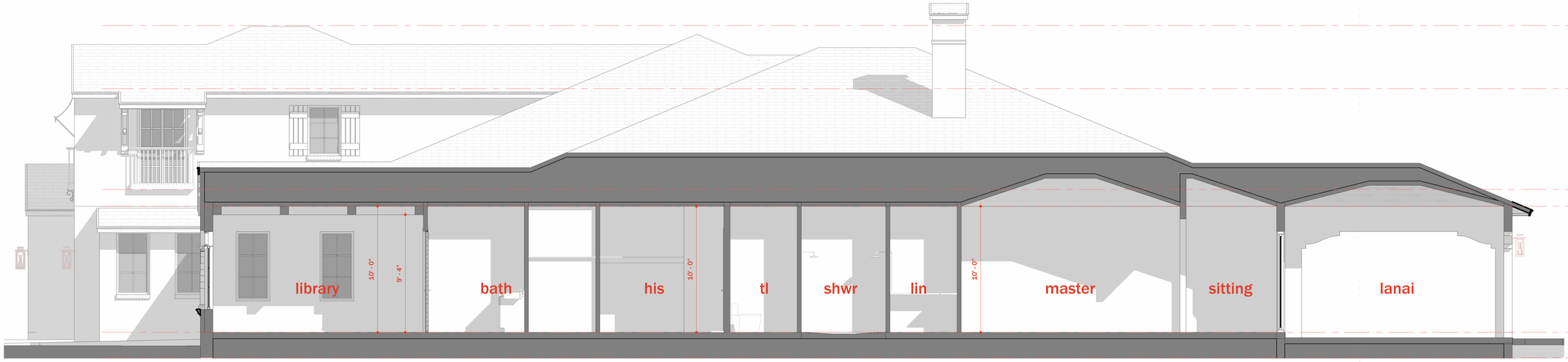
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BUILDING SECTIONS

A602

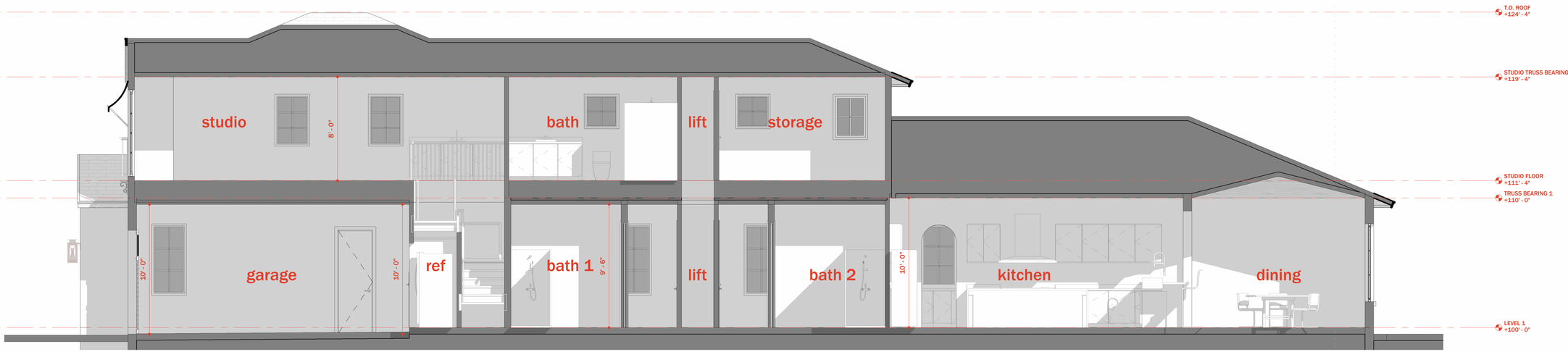
Sheet No.

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2 right wing

SCALE: 1/4" = 1'-0"



1 left wing

SCALE: 1/4" = 1'-0"

0 2' 4' 8' 12'

1/4" = 1'-0"

ARCHITECT

WINTER PARK DESIGN

ENGINEER

alba ENGINEERING
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SEAL

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681 BALMORAL ROAD WINTER PARK, FL

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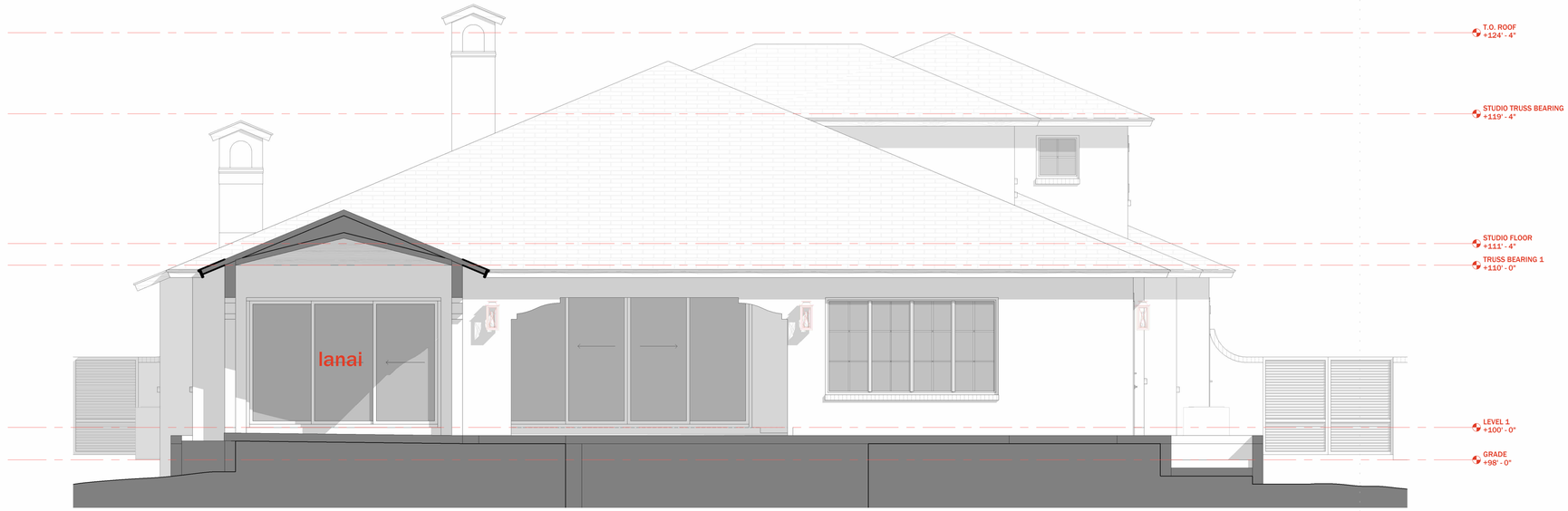
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BUILDING SECTIONS

A603

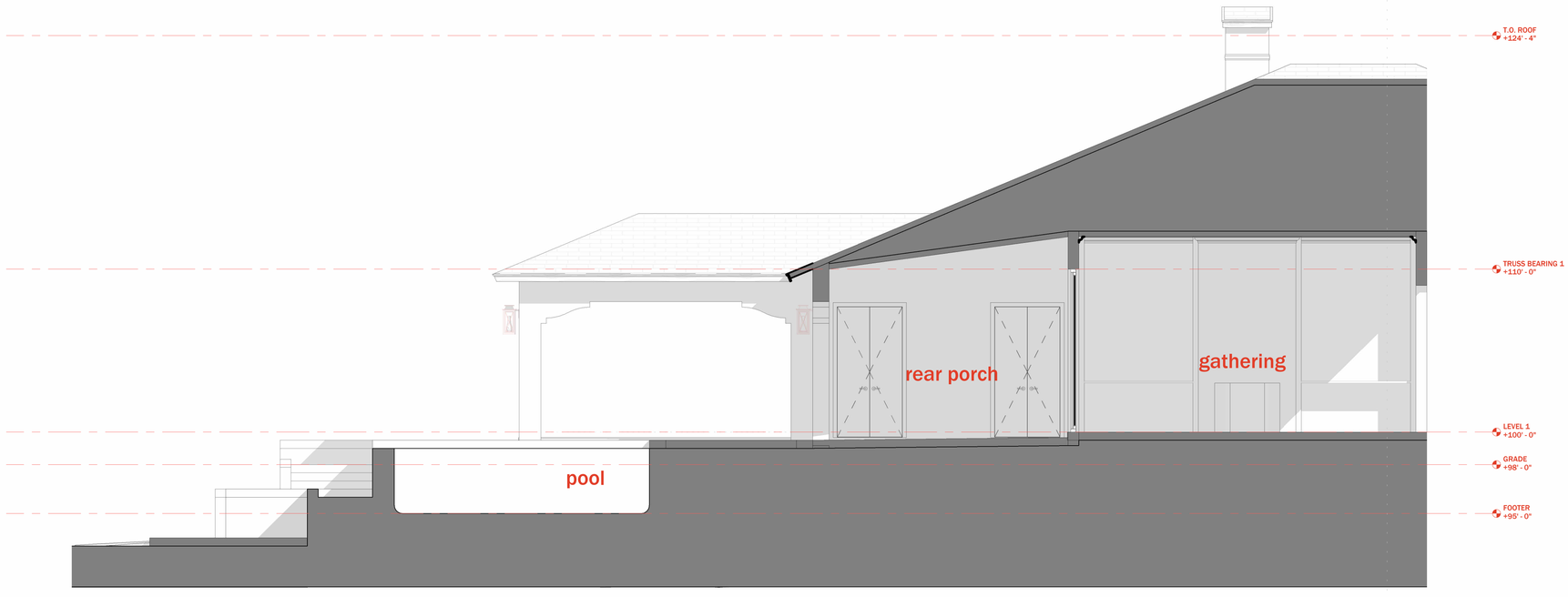
Sheet No.

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2 **deck section 2**

SCALE: 1/4" = 1'-0"



1 **deck section**

SCALE: 1/4" = 1'-0"

0 2' 4' 8' 12'

1/4" = 1'-0"

ARCHITECT

WINTER PARK DESIGN

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BUILDING SECTIONS

A604

Sheet No.

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Southern neighbor’s main living area looking West across pool to Lake Berry

Southern neighbor’s pool deck looking West across Lake Berry





Southern neighbor’s rear yard looking North
toward subject property and mature live oak



Northern neighbor’s pool deck looking West across Lake Berry

Northern neighbor’s pool deck looking Southwest towards subject property





Northern neighbor’s rear yard looking South along shoreline

Northern neighbor’s rear yard looking Southeast across subject property and adjacent properties



From: Aisha Manon
To: nlewis@cityofwinterpark.org
Cc: charliefitzgerald3@gmail.com
Subject: 681 Balmoral Road (Lakefront Variance Request)
Date: Tuesday, June 16, 2026 7:05:26 PM

June 16, 2026

City of Winter Park
Planning and Zoning Department

Re: 681 Balmoral Road - Lakefront Variance Request
Drawing Set: Page A103, dated June 15, 2026

To Whom It May Concern:

We have been in communication with Charlie and Lisa Fitzgerald since shortly after they purchased the property in May 2025. Throughout the process, they have openly shared their house plans with us and welcomed our input regarding the project.

We have worked cooperatively on matters affecting our adjoining properties, including consulting an arborist regarding the large live oak near our property line and removing invasive vegetation and overgrowth along the shoreline and shared property line. These efforts improved the appearance of the properties and enhanced views of Lake Berry.

We have reviewed the current plans for the Fitzgerald residence, including the proposed lanai that is the subject of the variance request. Based on my familiarity with the property and my review of the plans, we are in full support of their plan, specifically the dimensions of the lanai which they are proposing.

Sincerely,

Aisha & Rafael Manon
689 Balmoral Road
Winter Park, Florida

June 16, 2026

City of Winter Park
Planning and Zoning Department

Re: 681 Balmoral Road - Lakefront Variance Request
Drawing Set: "Sight Plan with Neighbors" Page A103, dated June 15, 2026

To Whom It May Concern:

I am the owner of the property immediately north of 681 Balmoral Road.

I have reviewed the current plans for the Fitzgerald residence, including the proposed lanai that is the subject of the variance request. I have been aware of their lanai concept for quite some time. In my opinion, the proposed lanai is appropriately designed for the site and is compatible with the character of the surrounding neighborhood. I do not believe it will negatively affect my view of Lake Berry or enjoyment of my property.

Based on my review of their building plans and more specifically their variance request, I fully support their plan.

Sincerely,

Chris Pashley
673 Balmoral Road
Winter Park, Florida

Lakefront Setback Limited Variance Narrative
681 Balmoral Road
Winter Park, Florida

June 19, 2026

Lisa and I respectfully submit this narrative in support of our request for a limited variance associated with the proposed open-air lanai at our new residence located at 681 Balmoral Road.

From the beginning of the design process, our goal has been to create a home that reflects the character of Winter Park's lakefront neighborhoods while respecting our neighbors, preserving views and privacy, protecting the lake, and complying with Winter Park's development regulations.

The proposed residence is located on a 1.14-acre lakefront lot within the WP-R-1AAA zoning district. Although the parcel contains approximately 1.14 acres, only slightly more than half of the site consists of upland area suitable for development.

Lisa and I intend to build a long-term family home. The residence has been intentionally designed as a predominantly one-story home that will allow us to age in place while continuing to enjoy lakefront living with our family for many years to come.

Winter Park has been an important part of my life since childhood. My parents settled here in 1966. I attended Brookshire and Lakemont Elementary Schools, Winter Park Junior High School, and Winter Park High School before heading off to college and ultimately returning to Central Florida to build my career and raise our family.

Our goal was not simply to build a house, but to create a home that reflects Winter Park's architectural heritage and contributes positively to the character of the community. The design draws inspiration from the Mediterranean and Spanish influenced architecture that has long been part of Winter Park's identity while adapting those traditional forms for contemporary family living.

During the design process, we modified earlier concepts that included additional second-story living space. After discussions with neighboring property owners, we relocated the limited second-story area toward the front of the home and maintained a predominantly one-story lakefront elevation to better preserve privacy and neighborhood compatibility.

Shortly after purchasing the property, we began discussions with our neighbors and incorporated their feedback into the design process. Together we removed invasive

vegetation and overgrowth along the shoreline while preserving important mature trees, including two live oaks and a young magnolia. Prior to pruning the large live oak located near our south property line, we engaged arborist Jennifer Hitchcock to help ensure its long-term health.

With the assistance of architect Gary Hancock and Margaret Logas of Winter Park Design, and Steve Verlander of Verlander Landscape Architecture, LLC, the proposed residence complies with all applicable development standards, including lot size, setbacks, building height, lot coverage, stormwater management, and permeable surface requirements.

The only area requiring relief is a small triangular portion of the proposed open-air lanai located on the northwest corner of the home. The request does not involve enclosed living space, additional density, or increased building height.

The lanai is an important feature on this west-facing property, where afternoon sun can significantly limit the usability of outdoor spaces. The open-air design provides shade while preserving the lake breezes that make outdoor living enjoyable, creating a meaningful connection between the residence, pool, and lakefront setting.

The applicable setback requires the structure to remain 90 feet from the normal high-water line. As currently designed, the northwest corner of the lanai is approximately 90 feet 6 inches from the normal high-water line, and the southwest corner of the residence is approximately 90 feet 8 inches from the normal high-water line. Both of these exterior corners meet or and slightly exceed the required setback.

The variance affects only a small interior corner of the open-air lanai, where the setback line intersects the structure due to the angle of the shoreline. This condition is created by the geometry of the shoreline rather than by an attempt to extend the structure toward the lake.

The affected area forms a small triangular section of the lanai measuring approximately 13 feet in length, parallel to the shoreline, and tapering from approximately 4 feet in width to zero. The total area subject to the variance is approximately 26 square feet of open-air seating and shaded outdoor living space.

While the shoreline angles away in this section of the lake, the neighboring homes and outdoor living areas remain visually aligned with one another. As a result, the variance is not readily apparent when viewing the relationship of the homes from either neighboring property or from the lake.

The proposed lanai is also consistent with an outdoor living feature currently being constructed on the adjacent property to the north. Together, the two lanai structures create a complementary lakefront character that is compatible with the surrounding neighborhood.

Both adjacent property owners to our north and south have reviewed our plans and submitted letters supporting the proposed lanai and variance request. They have confirmed that the proposed lanai will not negatively affect their views of Lake Berry or their enjoyment of their properties. Importantly, the lanai does not interfere with traditional lake viewsheds.

Finally, the lanai was intentionally designed to create a proportional relationship between the residence, pool, and lakefront living area. The covered space extends only to approximately the midpoint of the pool's width. Reducing the lanai further would diminish its relationship to the pool and its functionality while providing virtually no practical benefit to neighboring properties.

For these reasons, we respectfully request approval of the proposed limited variance.

Respectfully submitted,

Charlie and Lisa Fitzgerald

Planning & Zoning Board

agenda item 5.e

item type
Public Hearings (Public participation and comment on these matters must be in person.)

meeting date
July 7, 2026

prepared by
Allison McGillis, Director of Planning and Zoning

approved by
Allison McGillis, Director of Planning and Zoning

subject
CU #26-01. Request of GAI Consultants, Inc. for: Conditional Use approval for the property located at 210 E. Morse Boulevard (zoned R-4), on behalf of El Cortez, LTD (property owner), in conjunction with Chabad of Greater Orlando, for a project consisting of five townhome units fronting Morse Boulevard, which will be two stories in height plus partially below-level basement garages for parking; and a three-story synagogue building fronting Knowles Avenue, including an underground parking garage, a place of worship with rooftop deck for associated functions, and a daycare facility. **THE APPLICANT HAS REQUESTED TO TABLE THIS ITEM TO THE AUGUST 4TH, 2026 REGULAR MEETING.**

motion | recommendation

Staff recommends approval of the Conditional Use request subject to the following conditions:

1. The rooftop deck shall not include amplified music, outdoor speakers, or other amplified sound equipment.

2. Noise generated by activities associated with the rooftop deck, synagogue, or daycare shall not exceed the limits established by the city's noise regulations for the Central Business District contained in Sec. 62-98 of the code, and all noise, events, or lights from the rooftop shall end by 10:00 p.m., daily.

3. All rooftop and exterior site lighting shall be fully shielded and directed downward to prevent light spillover onto adjacent residential properties and public rights-of-way and follow dark sky lighting requirements.

4. Effective screening of all back-of-house elements, including electric meter connections, transformers/switchgear, metering equipment, and similar utilities, from surrounding rights-of-way.

5. Any future expansion of the synagogue above 80 seats and daycare enrollment beyond 60 children shall require an amendment to the Conditional Use approval.

6. The applicant shall implement and maintain operational procedures necessary to ensure that vehicle queues associated with daycare pick up and drop off activities are contained on the subject property and do not extend onto adjacent public streets.

7. Prior to issuance of a Certificate of Occupancy, the property shall be replatted in accordance with City requirements.

8. As recommended by HPB, a historic marker shall be constructed on-site to commemorate the historical significance of the property, to be completed prior to issuance of a Certificate of Occupancy for any new construction on the site.

background

The subject property is located at 210 E. Morse Boulevard and consists of approximately 0.61 acres. It is zoned High Density Residential (R-4) and is within Central Business District (CBD) boundaries and the Interlachen Avenue Historic District. The site is currently occupied by three multifamily residential buildings containing a total of 38 apartment units and 18 surface parking spaces. The property is bounded by Morse Boulevard to the north, Knowles Avenue to the west, and commercial/residential properties within the surrounding area.

The applicant is requesting Conditional Use approval to redevelop the property with a mixed-use project consisting of five townhome units and a synagogue/daycare facility. The proposal would remove the existing apartment complex and replace it with two separate principal structures organized around a unified site plan. The project is proposed by Chabad of Greater Orlando and is intended to provide both residential and community-serving institutional uses within walking distance of Downtown Winter Park.

Because the property is located within the Interlachen Avenue Historic District, the project was previously reviewed by the Historic Preservation Board (HPB) in late 2025 for demolition approval and architectural review of the proposed redevelopment.

Project Summary

The proposed redevelopment includes five attached townhome units located along the Morse Boulevard frontage and a three-story synagogue building located along Knowles Avenue. The townhomes are designed as two-story residences with partially below-grade garage levels. Each unit contains a two-car garage accessed from the interior of the site. The synagogue building includes worship space, educational and support areas, administrative offices, an underground parking garage, and a rooftop gathering area intended for religious and associated community functions.

Pursuant to the 2024 Vesting Agreement adopted by the City Commission, properties zoned R-4 as of February 14, 2024, were vested with development standards permitting a maximum density of 25 dwelling units per acre (du/ac) and a floor area ratio (FAR) of up to 200%. The proposed project is substantially below those vested entitlements, reducing the development from 38 dwelling units to five (5) dwelling units, which decreases the density from 63 du/ac to

eight (8) du/ac. In addition, the proposed development would result in a combined FAR of 100%, which is slightly less than the existing FAR of approximately 103% currently on the property and well under the vested maximum FAR of 200%.

The synagogue facility is designed to accommodate approximately 80 seats and includes a daycare facility with a maximum enrollment of sixty children. According to the applicant, the daycare is anticipated to initially operate with approximately fifteen to twenty children and expand over time as demand warrants. The townhome project is designed with Mediterranean architectural influences including stucco finishes, arched openings, decorative detailing, and tile roofing intended to complement surrounding development patterns and the historic character of the area.

The subject property is located within the CBD where the city's stormwater regulations recognize the unique challenges associated with urban infill redevelopment. Properties within this area are permitted to satisfy stormwater requirements through a fee-in-lieu program rather than providing all stormwater treatment and retention facilities on-site. In this case, the applicant has elected to provide stormwater facilities on-site via underground exfiltration rather than relying solely on the fee-in-lieu option available to downtown properties. This is positive for the CBD since stormwater facilities also do not exist on the property today.

The applicant is requesting setback waivers along the Morse Boulevard frontage and the Knowles Avenue frontage, and a waiver to the maximum impervious surface ratio for R-4 at 85% in lieu of the required 75%. Strict compliance of the impervious surface could be achieved by reducing parking and circulation areas, however, doing so would worsen the parking and traffic concerns raised during the public review process. The project is also proposed at a 100% FAR, under the R-4 maximum of 110% and the 2024 Vesting Agreement of 200% FAR.

In terms of the setback waiver, the requested setback variances along E. Morse Boulevard and S. Knowles Avenue are consistent with the established development pattern of the surrounding downtown area and will not adversely impact adjacent properties. The proposed 6-foot setback along Morse Boulevard is comparable to the existing El Cortez buildings, which are currently located approximately 10 feet from the right-of-way, while the proposed 8-foot setback along Knowles Avenue is consistent with nearby buildings that are located as close as 0 to 5 feet from the street. Staff finds that the requested setbacks promote a pedestrian-oriented streetscape and urban form that is characteristic of the CBD and comparable to the adjacent properties with CBD zoning to the west.

Community Meeting

On June 2, 2026, the applicant conducted a Community Meeting at the Winter Park Community Center to present the proposed redevelopment and receive feedback from nearby residents and property owners. Approximately 17 community members attended the meeting. The applicant presented the site plan, landscape plan, and architectural renderings, followed by a question-and-answer session and individual discussions regarding the project. The meeting minutes provided by the applicant indicate that parking, traffic circulation, daycare operations, rooftop activities, security, and building visibility were the primary topics of

discussion.

Residents expressed concerns regarding parking availability during synagogue services and special events, daycare pick-up and drop-off operations, and traffic interactions with nearby institutional uses. In response, the applicant explained that the synagogue and daycare are anticipated to operate during different peak periods, thereby reducing concurrent parking demand. The applicant further noted that the site includes dedicated internal circulation and stacking areas designed specifically to accommodate daycare drop-off and pick-up activities without impacting adjacent streets. Regarding traffic circulation, the applicant explained that vehicles associated with the synagogue are designed to exit onto Knowles Avenue rather than Morse Boulevard and that the existing median on Morse Boulevard separates project traffic from nearby institutional traffic associated with the First Methodist Church.

Questions were also raised regarding the rooftop gathering area. The applicant indicated that rooftop events would not occur simultaneously with religious services and explained that the rooftop space is intended to serve as an accessory gathering area rather than a separate event venue. Several attendees requested information regarding daycare operations. The applicant indicated that the daycare is proposed to operate between approximately 8:00 a.m. and 3:00 p.m., with an additional midday pickup period. The applicant further explained that the daycare would operate as a nonprofit organization serving children generally between the ages of one and four years old.

Parking remained one of the primary discussion topics throughout the meeting. The applicant stated that the proposed development satisfies city parking requirements and noted that many synagogue members are expected to walk to services due to the religious practice of walking to worship during Shabbat and certain religious observances.

Site Design and Development Standards

The site plan positions the townhomes along Morse Boulevard to reinforce the residential character of the streetscape while locating the synagogue along Knowles Avenue. Vehicular circulation is organized through a right-in/right-out driveway on Morse Boulevard and an exit-only driveway on Knowles Avenue. Internal circulation connects the residential and institutional components while minimizing conflicts between vehicles and pedestrians. It also provides a large internal area for stacking for pick-up and drop-off for daycare use.

The proposed development includes approximately 12,599 square feet of building coverage. Based upon the gross site area, the resulting lot coverage is 47.4%, which is below the 55% maximum. This calculation excludes stoops, stairs, ramps, architectural overhangs, and similar features. The project utilizes below-grade parking beneath both the townhomes and synagogue building, thereby reducing the visual impact of surface parking that currently exists onsite today.

Parking Analysis

The project includes parking within the townhome garages, underground parking beneath the synagogue, and supplemental surface parking spaces. The applicant has indicated that the synagogue parking garage will contain 22 parking spaces, while 13 additional surface parking

spaces are provided throughout the site. The townhomes provide a total of 10 enclosed resident parking spaces through individual two-car garages.

A key consideration for the project is the shared use of parking facilities between the synagogue and daycare functions. The applicant has indicated that these uses are expected to operate at different times of day, thereby reducing peak parking demand. In terms of required parking, the five townhomes are required to have 13 spaces, and 10 are within the garages and three are within the surface spaces near the synagogue. The synagogue with 80 seats and up to six employees is required to provide 26 parking spaces, which are within the basement garage and the surface spaces. The daycare usage, that does not operate when the synagogue is in use, with 60 children at maximum capacity and up to 10 staff members, is required to have one parking space for every employee plus sufficient off-street space for the safe and convenient loading and unloading of students. The daycare will have access to 22 spaces in the garage and the 10 surface spaces that are not used by the townhomes, and there is enough stacking onsite from Morse to Knowles for approximately 16 cars. The applicant also stated that the 60 students are not all picked up and dropped off at the same time.

Traffic Analysis

A Traffic Impact Analysis was prepared to evaluate the impacts associated with removing the existing 38 apartment units and replacing them with five townhomes, a synagogue, and a daycare facility. The analysis reviewed six study intersections within the surrounding roadway network, including intersections along Morse Boulevard, Knowles Avenue, Park Avenue, Interlachen Avenue, New York Avenue, and New England Avenue.

The study concluded that the redevelopment is projected to generate approximately 27 net new daily trips compared to the existing apartment complex. The project is expected to generate approximately 79 net new AM peak-hour trips and 45 net new PM peak-hour trips. All analyzed intersections are projected to continue operating at acceptable levels of service under future buildout conditions, and the consultant concluded that the project is not anticipated to adversely impact the surrounding roadway network.

Conditional Use Analysis

While the proposal introduces a synagogue and daycare use into the site, it also substantially reduces residential density from 38 apartment units to five townhomes. The townhomes provide an appropriate residential edge along Morse Boulevard and create a transition between the downtown core and surrounding neighborhoods.

As previously mentioned, the proposed synagogue includes a rooftop deck intended for associated religious and community functions. While the rooftop area provides additional gathering space without increasing the building footprint, staff believes this component warrants discussion regarding hours of operation, noise generation and lighting. Given the proximity of nearby residential properties, staff is recommending several conditions due to this concern.

Staff recommends approval of the Conditional Use request subject to the following conditions:

1. The rooftop deck shall not include amplified music, outdoor speakers, or other amplified sound equipment.

2. Noise generated by activities associated with the rooftop deck, synagogue, or daycare shall not exceed the limits established by the city's noise regulations for the Central Business District contained in Sec. 62-98 of the code, and all noise, events, or lights from the rooftop shall end by 10:00 p.m., daily.

3. All rooftop and exterior site lighting shall be fully shielded and directed downward to prevent light spillover onto adjacent residential properties and public rights-of-way and follow dark sky lighting requirements.

4. Effective screening of all back-of-house elements, including electric meter connections, transformers/switchgear, metering equipment, and similar utilities, from surrounding rights-of-way.

5. Any future expansion of the synagogue above 80 seats and daycare enrollment beyond 60 children shall require an amendment to the Conditional Use approval.

6. The applicant shall implement and maintain operational procedures necessary to ensure that vehicle queues associated with daycare pick up and drop off activities are contained on the subject property and do not extend onto adjacent public streets.

7. Prior to issuance of a Certificate of Occupancy, the property shall be replatted in accordance with City requirements.

8. As recommended by HPB, a historic marker shall be constructed on-site to commemorate the historical significance of the property, to be completed prior to issuance of a Certificate of Occupancy for any new construction on the site.

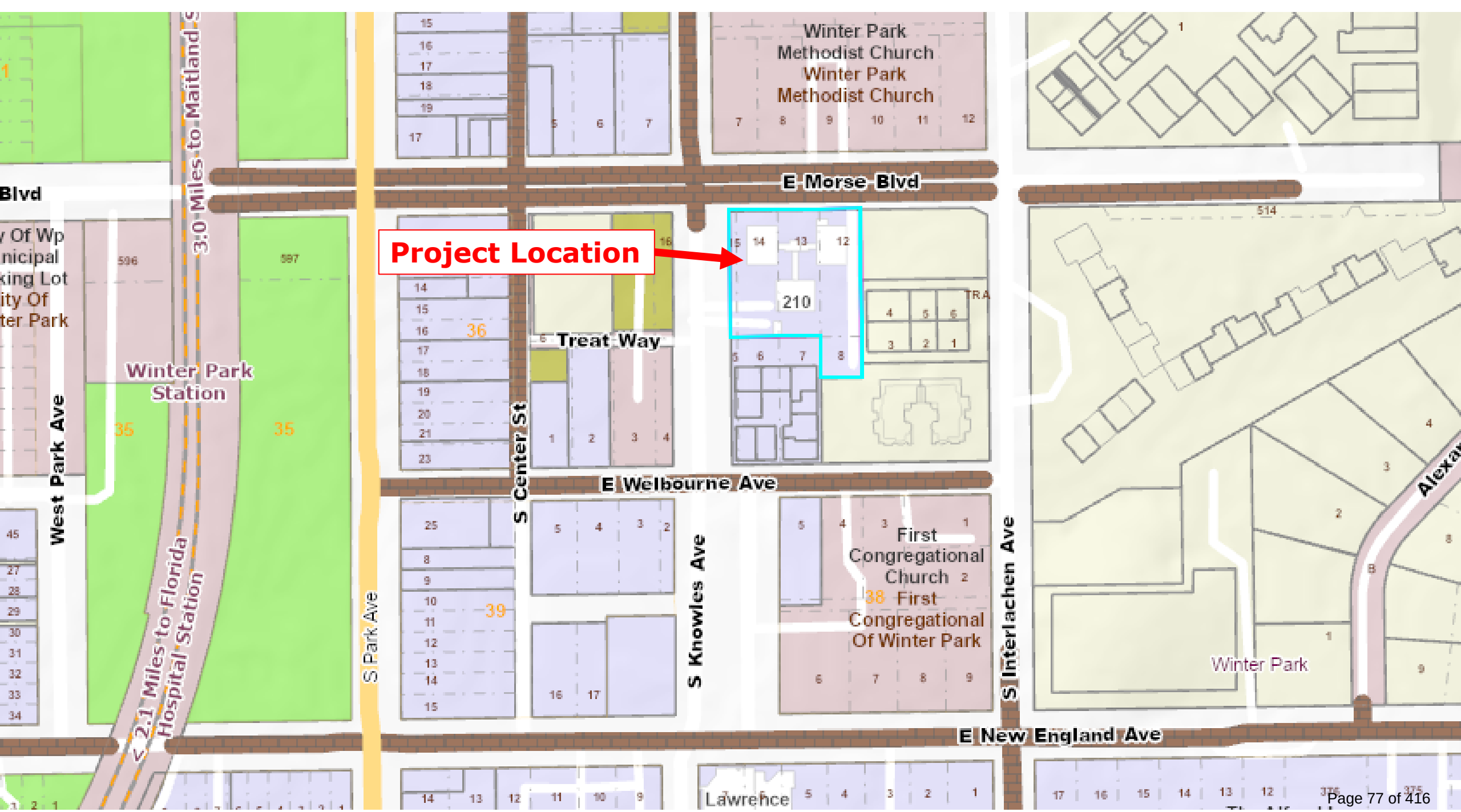
alternatives | other considerations

fiscal impact

attachments

1. Location Map
2. El Cortez CUP Cover Letter and Narrative
3. 210 E Morse Blvd Survey
4. Legal Description
5. Rendered Site Plan
6. El Cortez Redevelopment TIA

7. 2026.05.13 Updated Graphic_reduced
8. El Cortez Combined Plan Set_reduced
9. FINAL DUSK PERSPECTIVE OF SYNAGOGUE 5.11.26
10. FINAL DAYTIME PERSPECTIVE OF SYNAGOGUE 5.11.226
11. El Cortez Community Meeting Package - 2026.06.02
12. Building Renderings
13. Fw_ [EXTERNAL] El Cortez project
14. Fw_ [EXTERNAL] El Cortez Synagogue and townhomes
15. [EXTERNAL] El Cortez development Synagogue and Townhomes


Project Location
E Morse Blvd
Winter Park Methodist Church
Winter Park Methodist Church
210
Treat Way
E Welbourne Ave
S Center St
S Park Ave
S Knowles Ave
S Interlachen Ave
First Congregational Church
38 First Congregational Of Winter Park
E New England Ave
Winter Park
Winter Park Station
West Park Ave
3.0 Miles to Maitland
2.1 Miles to Florida Hospital Station
Lawrence

gai consultants

Orlando Office
618 East South Street
Suite 700
Orlando, Florida 32801

T 407.423.8398
F 407.843.1070

May 4, 2026

Project R251293.00

Ms. Allison McGillis, AICP
City of Winter Park
401 Park Avenue South
Winter Park, Florida 32789

El Cortez Redevelopment Site - Synagogue and Townhomes
Conditional Use Package

Dear Ms. McGillis:

On behalf of El Cortez, LTD and in conjunction with Chabad of Greater Orlando, Corp., GAI Consultants, Inc. (GAI) is submitting a final CUP submittal for review by the City. We appreciate the City's attention to this project and the guidance from staff to date. Attached you will find our site plan with utilities and landscaping, as well as floor plans, elevations, and 3D renderings of the proposed buildings. The description below provides some critical background on the proposed development. Should you have any questions, don't hesitate to contact me at 321.319.3069.

1.0 Project Location and Context

Address	210 E Morse Blvd
Parcel ID	07-22-30-8776-00-120
Parcel Acreage	0.61
Existing FLU	High Density Residential
Existing Zoning	R-4 | Central Business District Overlay | Interlachen Ave Historic District
Existing Development	Multi-family residential buildings (x3) – 3 stories, with a total of 38 units 18 surface parking spaces

2.0 Project Description

The proposed project will feature a residential component and a non-residential component. The residential component will include five townhome units (minimum 24' wide) fronting on Morse Blvd. The townhomes will be three stories *including* the basement garages for parking. The garages will accommodate 2 cars each.

The non-residential component of the site will feature a synagogue fronting on Knowles Ave, that will function as both a house of worship as well as a daycare. The synagogue will accommodate up to 80 attendees with worship services scheduled throughout the week, supported by 4-6 staff members. A daycare is also proposed to operate within the same facility, with up to 60 children (although it will open with 15-20). The daycare will be supported by 3 staff initially but will expand to 10 at full capacity. The two uses will have hours of operation that do not overlap. A detailed weekly schedule is provided in section 3.0 illustrating the non-overlapping nature of operations.

Program Summary:

Residential Program	
Townhomes	5 units (2,500 min sq ft, not including garage)
Parking	10 spaces (individual garage units) 3 surface spaces on the driveway to be shared with the synagogue
Non-Residential Program	
Place of Worship (synagogue)	80 seats max (includes any employees)
Daycare	Less than 20 children initially 60 children at max capacity
Parking	35 parking spaces total 10 stacked surface spaces 3 surface spaces on the driveway to be shared with the townhomes 22 basement garage spaces (1 ADA)

- See section 3.0 for a detailed description of activities and operation.

FAR Calculations

Per the 2024 Vesting Agreement adopted by the Winter Park City Commission, all sites zoned R-4 as of February 14, 2024 were vested certain development standards, including a 200% FAR. This project site falls under this vesting. Notwithstanding this FAR vesting, the site is still consistent with what would otherwise be an FAR limit of 110%.

Also, per Section 58-84 of the City's code:

> *"Basement areas or other below grade floor areas are excluded from the "gross floor area" when more than one-half of that basement or floor height is below the existing grade or below the established curb level, if the lot grade is lower than the established curb level."*

This condition is consistent with the proposed synagogue building, where the parking garage is more than half below grade. The parking garage floor area is, therefore, not counted towards the gross floor area calculation.

The table below illustrates the FAR calculation for the project site.

Parcel Area		Max	FAR Reference	Max Potential	Building Sq Ft		Total Building	Excluded Sq Ft		Total	Qualifying	Proposed
Acres	Sq Ft	FAR		Sq Ft			Sq Ft			Excluded Sq	Sq Ft	FAR
0.61	26,572	110%	Per Code (R-4)	29,229	Synagogue Townhomes	27,534 15,225	42,759	Synagogue Basement Garage Townhome Basement Garages Synagogue Roof Terrace Balconies/Stoops/Etc	7,466 2,568 2,491 3,686	16,211	26,548	99.9%
		200%	Per Vesting Determination	53,143								

Building Height

Per the R-4 zoning for properties within the Central Business District (CBD), the maximum height is 40'/3-stories, not including parapet walls and other architectural features. The synagogue building will be three stories *including* the basement garage, which is only partially above grade. The roof of the building will not only house the building's mechanical equipment but will also include a social roof deck for synagogue functions. The wall of the roof deck will extend the overall building height up to 40' and only the decorative architectural elements and stairwells will extend above the 40' height. See the project elevations for details.

3.0 Description of Activities and Hours of Operation

The following schedule represents a typical week of daily activities and hours of operation, which is provided in support of the assertion that the worship service use and the daycare use will not overlap as it pertains to the need for parking.

Sunday	9am-12pm – Worship Service and Sunday School
Monday – Thursday	7am-8am – Worship Service 8am-3pm – Children's Daycare First pick up at 12:30pm Second pick up at 3:00pm 6pm~8pm – Small Group Educational Programming
Friday	7am-8am – Worship Service 8am-3pm – Children's Daycare Sunset (time varies) – Shabbat Service
Saturday	Afternoon – Worship Service
Special Events	• Special events vary but will typically be held in the evenings. • Events cannot be held in the building at the same time as worship services. • Weddings may not be held on Saturdays

4.0 Parking

As demonstrated above the operation of the synagogue and daycare ensure that their parking requirements will not be additive; therefore, the higher parking rate of the two uses will be appropriate. In this case, the code defined "churches" use, which is measured at the rate of 1 space per 4 seats, is the higher generator. At 80 seats, the minimum parking requirement for the synagogue is 20 spaces. The basement garage alone contains 22 spaces (including 1 ADA space). Even if the permanent employees are required to have their own permanent space in addition to the 20 required spaces, there are sufficient spaces provided. In addition to the garage spaces, there are 10 stacked spaces in the southeast corner of the property. These are expected to be reserved primarily for staff during synagogue services.

The townhome parking ratio requirement is 2.5 spaces per unit. Each proposed unit has a 2-car garage. In addition, there are three parallel parking spaces on the south side of the synagogue that can be shared with the townhomes to satisfy the remaining requirement.

5.0 Vehicular Access and Circulation

A 22'-wide, two-way, access drive is proposed from Morse Blvd near the east property line. The drive will split off to the west to access the rear garages of the townhomes. This spur will not exit the site. The main drive will continue south as a one way access, curve around the south side of the synagogue, and exit the west side of the site onto Knowles Ave still as a one-way. The synagogue basement garage will be accessed off the east face of the building from the one-way driveway.

Note that an extension of the basement roof slab at the entrance to the garage reaches from the rear of the building, across the one-way drive, and integrates into the retaining wall on the east property line.

6.0 Solid Waste

The dumpster enclosure for the synagogue's solid waste collection is proposed in the southwest corner of the property adjacent to Knowles Avenue. The enclosure will house one 4-cubic yard rollout dumpster that will be collected from the driveway entrance on Knowles Avenue, per our discussion with the City's solid waste contractor Waste Pro. The five townhomes will have individual rollout cans that can be serviced via concierge collection, as was also discussed with Waste Pro.

7.0 Signage

There will be two signs on the property. 1) A historic marker sign will be located within the building setback at the corner of Morse Boulevard and Knowles Avenue. This landmark sign will commemorate the site's prior use. 2) A wall sign with maximum dimensions of 1.28' x 6' will be located on the western face of the synagogue on the wall for the wheelchair ramp.

8.0 Waivers

The following list represents the known waivers proposed for this project as submitted:

City Standard	City Standard	Proposed Waiver
Min Setback (E Morse Blvd)	25'	6'*
Min Setback (S Knowles Ave)	25'	8'*
Max ISR	75%	85%

*The site is located in the CBD, and setback waivers may not be needed

We thank you in advance for your review of this CUP package. Again, if you have any questions or comments, please feel free to contact me at 321.319.3069.

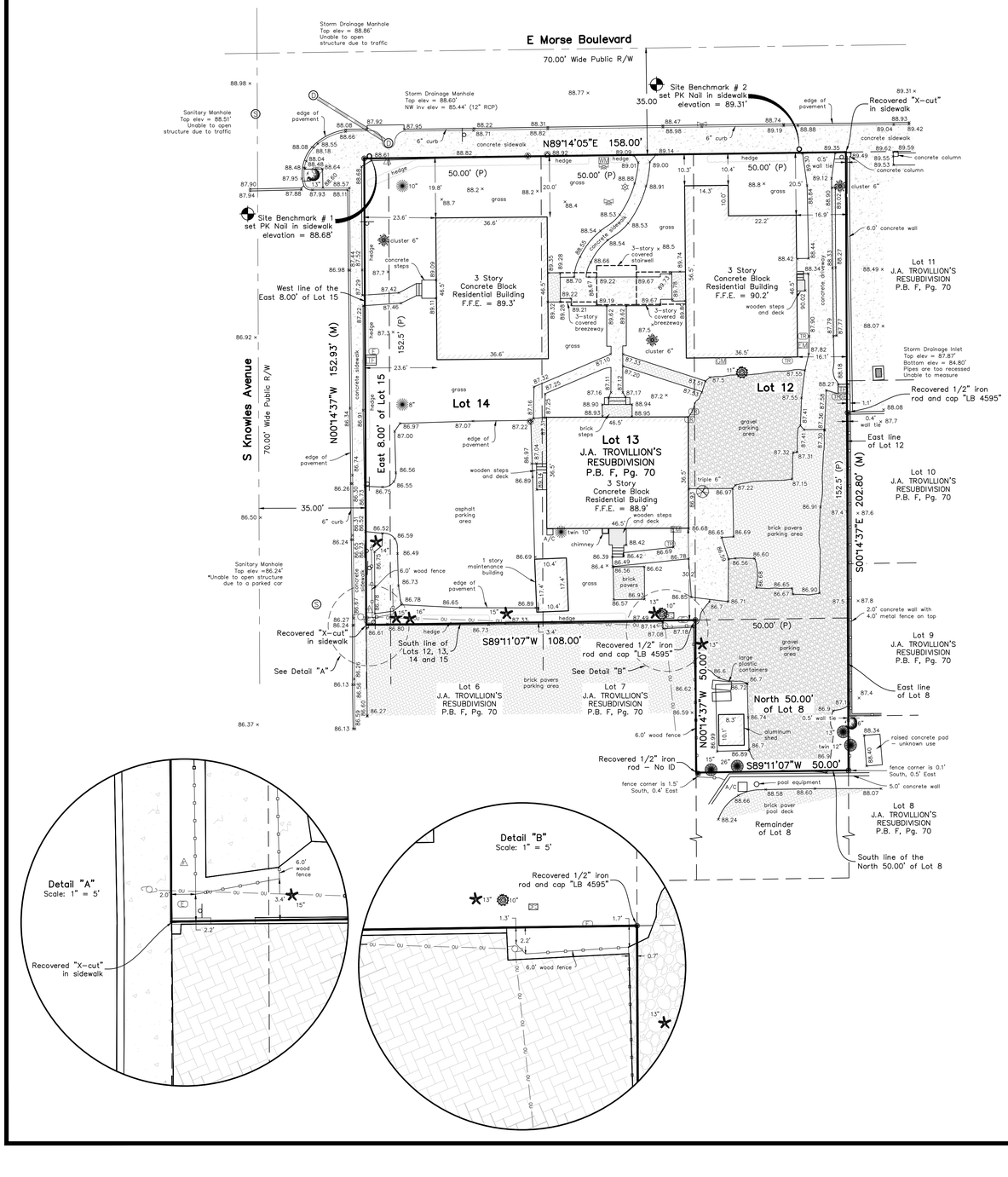
Sincerely,

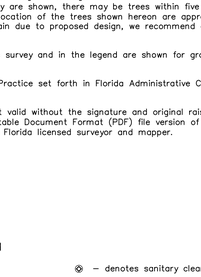
GAI Consultants, Inc.



Andrew D. McCown, AICP
Director of Planning

Boundary and Topographic Survey of
210 E Morse Boulevard, Winter Park, Florida
Section 6, Township 22 South, Range 30 East
City of Winter Park, Orange County, Florida





Property Description

Lots 12, 13 and 14, of J.A. TROVILLION'S RESUBDMSION, according to the Plat thereof, as recorded in Plat Book F, at Page 70, of the Public Records of Orange County, Florida.

and

The East 8 feet of Lot 15, of J.A. TROVILLION'S RESUBDMSION, according to the Plat thereof, as recorded in Plat Book F, at Page 70, of the Public Records of Orange County, Florida.

and

The North 50 feet of the West 50 feet of Lot 8, of J.A. TROVILLION'S RESUBDMSION, according to the Plat thereof, as recorded in Plat Book F, at Page 70, of the Public Records of Orange County, Florida.

Surveyor's Report

1. The bearings shown are based on the South Right of Way line of E Morse Boulevard, being assumed as North 89°14'05" East.

2. The horizontal datum is based on the Florida Department of Transportation Permanent Reference Network, and is relative to the North American Datum of 1983 (NAD83). The vertical datum is based on Orange County Survey Control Network, more specifically, Point ID# 2927, being a 2.5" brass disk stamped 2927, having a published elevation of 90.27 feet, relative to the North American Vertical Datum of 1988 (NAVD88). The equipment used to make all site observations are as follows: Carlson BRX6 GNSS base + rover, and Geomax Zoom 80 Robotic Total Station.

3. This Survey was performed without the benefit of a title commitment. This firm did not search the public records for easements or restrictions of record.

4. Subject property contains 0.612 acres (26,653 square feet), more or less, and is currently occupied by an assisted living facility, which includes 3 residential buildings, a maintenance building, shed and parking.

5. Subject property lies within Zone X, an area determined to be outside the 0.2% annual chance floodplain, according to the National Flood Insurance Program, Flood Insurance Rate Map numbers 12095C0255F, dated November 25, 2009.

7. This Survey was performed for the sole and exclusive benefit of the entities listed hereon and shall not be relied upon by any other entity or individual whomsoever.

8. The aboveground observed evidence of underground utilities are shown hereon. There may be other underground utilities within the area of this survey that were not located and not shown hereon.

9. Trees that are 6" in diameter at breast height and larger within the limits of this survey are shown hereon. Only the trees within the subject property are shown, there may be trees within five (5) feet outside of the boundary lines that are not shown. The location of the trees shown hereon are approximate and not intended for design purposes. If trees are to remain due to proposed design, we recommend a more accurate location of the trees trunk and roots.

10. The feature symbols depicted on this survey and in the legend are shown for graphic purposes and may not be drawn to scale.

11. This survey meets the Standards of Practice set forth in Florida Administrative Code Rule 5J–17, pursuant to Florida Statute Chapter 472.

12. A paper original of this Survey is not valid without the signature and original raised seal of a Florida licensed surveyor and mapper and a Portable Document Format (PDF) file version of this survey is not valid without a digital signature and seal of a Florida licensed surveyor and mapper.

Symbol and Abbreviation Legend

R/W – denotes right of way
P.B. – denotes Plat Book
O.R. – denotes Official Records Book
Pg. – denotes page
LB – denotes licensed business
ID – denotes identification
PSM – denotes Professional Surveyor & Mapper
(P) – denotes Plat distance
(M) – denotes field measured distance
PK – denotes Parker–Kaelon
elev – denotes elevation
inv – denotes invert
RCP – denotes reinforce concrete pipe
A/C – denotes air conditioner unit
F.F.E. – denotes finished floor elevation
– denotes electric box
– denotes electric meter
– denotes electric transformer
– denotes wooden utility pole
– denotes water meter
– denotes water valve
– denotes sanitary clean out
– denotes fiber optic line marker
– denotes fiber optic pullbox
– denotes telecommunications line marker
– denotes telecommunications riser
– denotes gas meter
– denotes irrigation control valve
– denotes traffic or information sign
— ou — denotes overhead utility line
– denotes camphor tree
– denotes crape myrtle tree
– denotes fern tree
– denotes magnolia tree
– denotes maple tree
– denotes oak tree
– denotes palm tree
– denotes set 5/8" iron rod & cap, or nail and disk stamped "PSM 5205", unless otherwise noted

Benchmark Surveying & Mapping, LLC
Certificate of Authorization Number – LB–7874
Post Office Box 771065, Winter Garden, Florida 34777–1065
3110 Red Fox Run, Kissimmee, Florida 34746
(407) 509–9674
www.benchmarksurveyingandmapping.com

Prepared For: AGPM Banyan

Prepared By:
Billy Joe Jenkins, Jr.
Professional Surveyor and Mapper
Florida Licensed # 5205

Boundary and Topographic Survey of
210 E Morse Boulevard, Winter Park, Florida
Section 6, Township 22 South, Range 30 East
City of Winter Park, Orange County, Florida

Date	Revision

1208.01	Project Number
1" = 20'	Scale
October 14, 2025	Field Date
140/55	Field Book/Page

Sheet 1 of 1

Legal Description

LOT 12, 13, AND 14, OF J.A. TROVILLION'S RESUBDIVISION, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK "F", AT PAGE 70, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

AND

THE EAST 8 FEET OF LOT 15, OF J.A. TROVILLION'S RESUBDIVISION, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK "F", AT PAGE 70, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

AND

THE NORTH 50 FEET OF THE WEST 50 FEET OF LOT 8, OF J.A. TROVILLION'S RESUBDIVISION, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK "F", AT PAGE 70, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.



CANOPY TREE

UNDERSTORY TREE

SHRUBS

GROUNDCOVERS

PARCEL BOUNDARY

0 10' 20'

FULL SCALE: 1"=10'

HALF SCALE: 1"=20'

NO.	DATE	DWN	CHKD	APPVD	DESCRIPTION
					REVISIONS

SCALE: AS SHOWN

DATE: 5/4/2026

DRAWN: CAC

CHECKED: AJS

APPROVED: GNL

LANDSCAPE RENDER

EL CORTEX DEVELOPMENT
CITY OF WINTER PARK, FLORIDA

SEAL

gai consultants
EB 9951
618 E SOUTH ST, SUITE 700
ORLANDO, FLORIDA 32801
PHONE: (407) 423-8398

PROJECT NO./DASH NO.
R251293.00

SHEET
L-102

C:\Users\prietp\DC\ACCDocs\GAI\R251293.00 - EL CORTEZ\Project Files\CAD\CSG\PRODUCTION DRAWINGS\L-100 LANDSCAPE PLAN.dwg May 04, 2026 - 4:03pm

KITTELSON & ASSOCIATES

EL CORTEZ REDEVELOPMENT TRAFFIC IMPACT ANALYSIS

CITY OF WINTER PARK, FLORIDA

May 2026

El Cortez Redevelopment TIA

City of Winter Park, Florida

Prepared for:
Banyan-AGPM
501 N Magnolia Avenue
Winter Park, FL 32801

Prepared by:
Kittelson & Associates, Inc.
225 East Robinson Street, Suite 355
Orlando, FL 32801
407.540.0555

Project Manager:
Stephanie Shealey, P.E, PTOE, PTP.

Project Analyst:
Samuel Takyi, PhD

Project Principal:
Kok Wan Mah, P. E

Project Number 33321

May 2026

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Appendix D: 2026 Existing Condition HCM Reports
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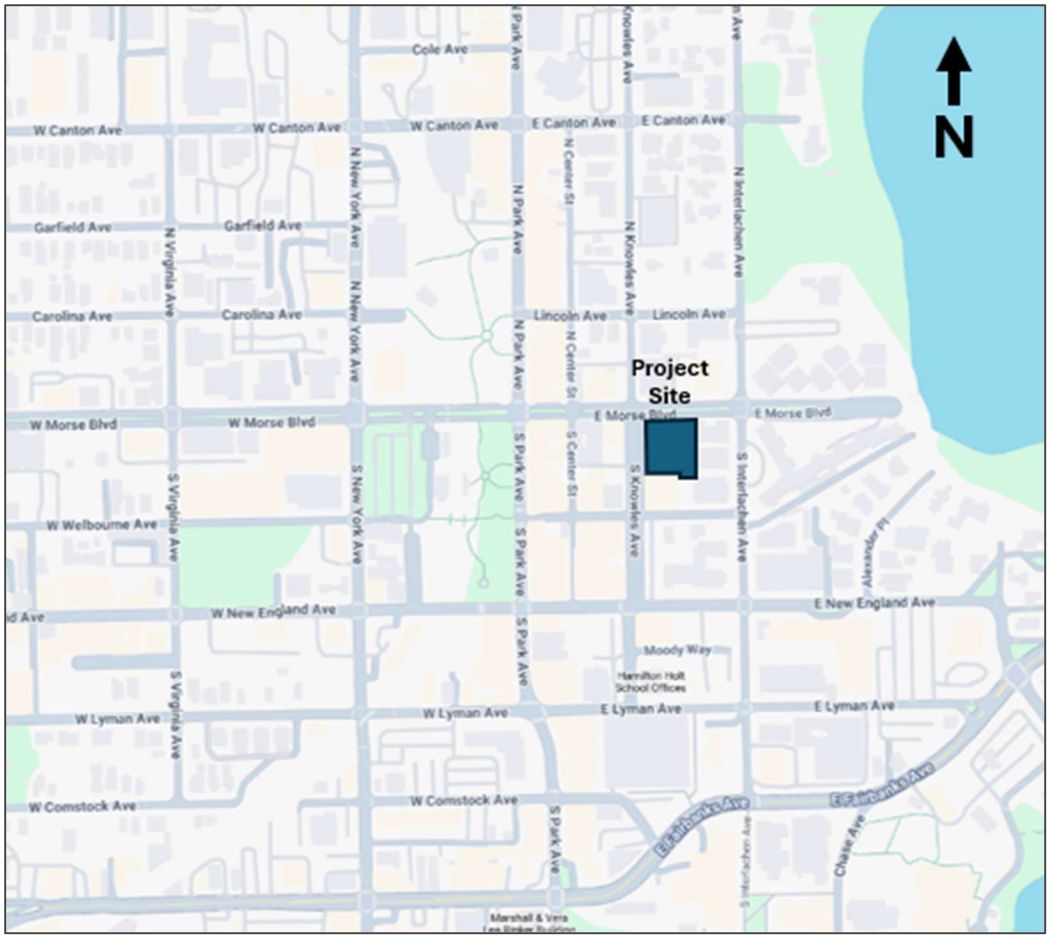
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Section 1
Introduction

INTRODUCTION

Kittelson & Associates, Inc. conducted a Traffic Impact Analysis (TIA) for the proposed El Cortez redevelopment in the City of Winter Park, Florida. The approximately 0.61-acre site includes Parcel 07-22-30-8776-00-120 and is located on the east side of S Knowles Avenue, south of E Morse Boulevard in Winter Park, Florida. The project location is depicted in **Figure 1**.

Figure 1: Project Location Map



The proposed redevelopment will remove the existing 38 multi-family residential units and construct five townhomes and a synagogue on the existing site. The synagogue will be used for religious services and will also include a daycare. The site is currently accessed via two separate access points – a full access onto Knowles Avenue and a right-in/right-out access onto Morse Boulevard that are not connected within the site. The proposed access will maintain the right-in/right-out access on Morse Boulevard and shifts the access on Knowles Avenue to the southern property boundary as an exit-only driveway. A detailed site plan is provided in **Appendix A**.

The project is anticipated to be constructed in a single phase, with a buildout year in 2028.

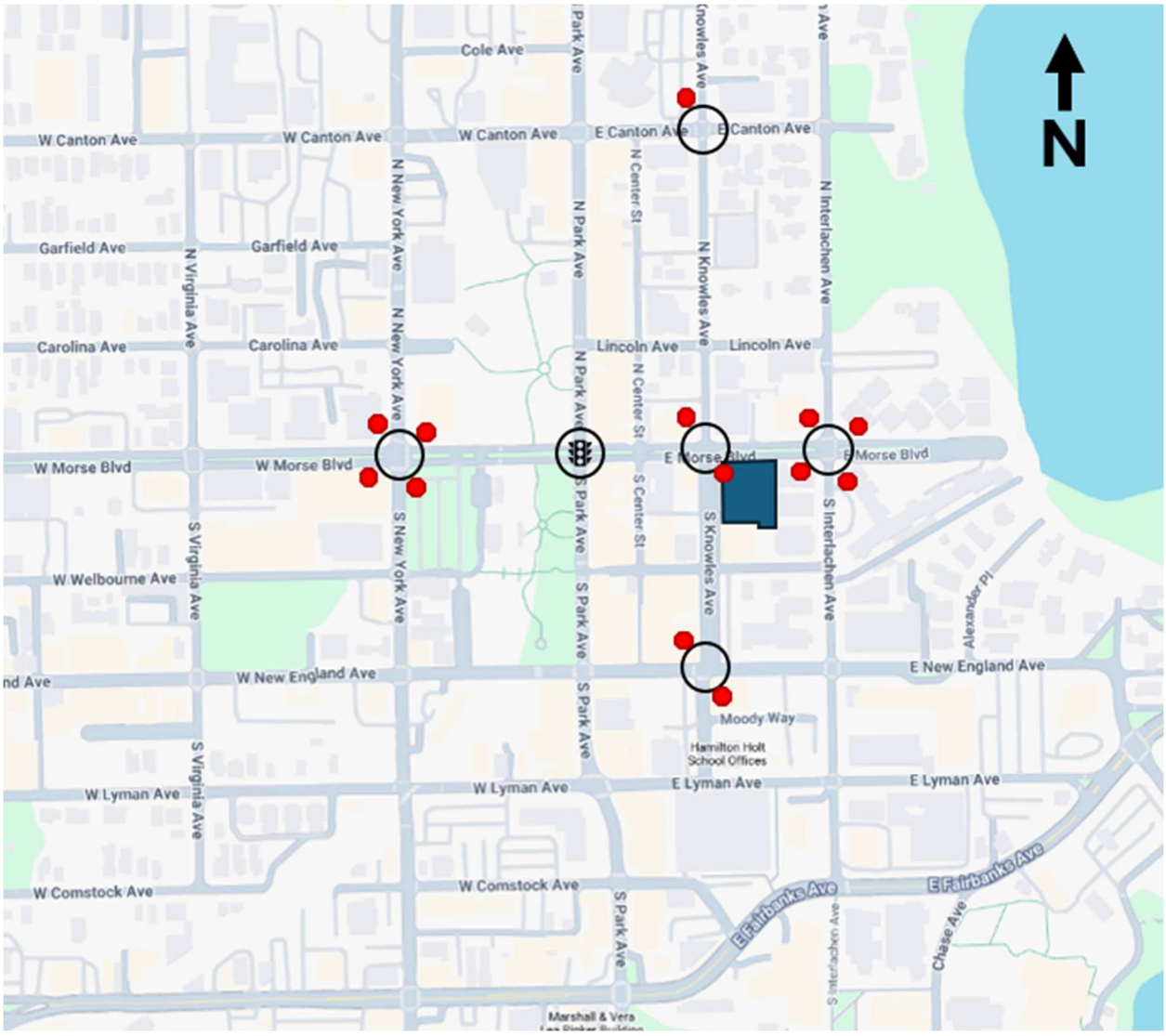
Based on the projected project traffic, a Level 2 Transportation Impact Assessment is required per the City of Winter Park Code of Ordinances, Chapter 58, Article III, Section 58-90 (Conditional Uses). In addition, a traffic study provided

in **Appendix B** documents the study methodology and defines the study area. Based on this methodology, the intersections included in the analysis are shown in **Figure 2**.

Study Intersections:

- Knowles Avenue & Canton Avenue (unsignalized)
- Morse Boulevard & Interlachen Avenue (unsignalized)
- Morse Boulevard & Knowles Avenue(unsignalized)
- Morse Boulevard & Park Avenue (signalized)
- Morse Boulevard & New York Avenue (unsignalized)
- Knowles Avenue & New England Avenue (unsignalized)

Figure 2: Project Study Area





Section 2
Existing Conditions

EXISTING CONDITIONS

Existing roadway facilities were reviewed to establish a benchmark for the potential future impact due to background traffic growth and the proposed development. The analysis includes a review of study intersections to document the existing capacity, lane configuration, traffic volume and operations.

EXISTING INTERSECTION CAPACITY ANALYSIS

The existing intersection capacity analysis was performed using Synchro software in accordance with the methodologies outlined in the *Highway Capacity Manual (HCM)*. The analysis accounts for intersection geometry, traffic control, and observed traffic volumes to evaluate operational performance.

Turning-movement counts were collected at the study area intersections during the AM peak period (7:00 AM–9:00 AM) and PM peak period (4:00 PM–6:00 PM) on April 7, 2026. Seasonal adjustment factors were not applied to the raw counts because the counts were collected during peak season. A review of applicable seasonal adjustment factors were obtained from FDOT Traffic Online.

The complete turning-movement count data are provided in **Appendix C**. **Figure 3** illustrates the existing AM and PM peak-hour turning-movement volumes.

The results of the existing intersection capacity analysis are summarized in **Table 1** and the output HCM worksheets are included in **Appendix D**. All study intersections are currently operating at LOS B or better and with a volume-to-capacity (v/c) ratio of less than 1.00.

Figure 3: Existing Intersection Traffic Volumes

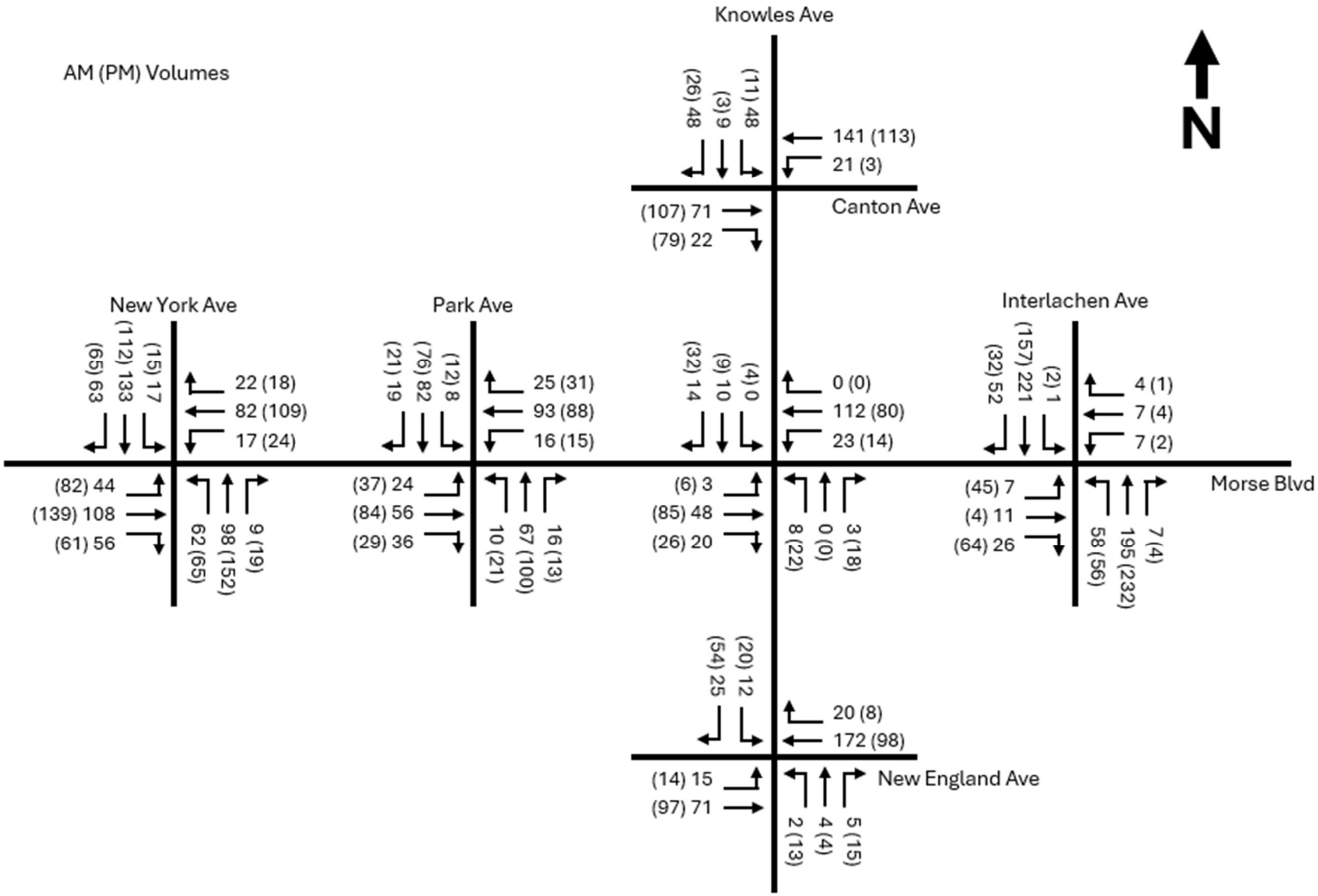


Table 1 Existing Intersection Capacity Analysis

Intersection	Traffic Control	All Movements	AM			PM		
			V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS
N Knowles Ave / E Canton Ave	Two-way Stop	EBT	-	-	-	-	-	-
		WBL	0.02	7.6	A	0.00	7.5	A
		SBT	0.26	12.7	B	0.06	9.8	A
N Interlachen Ave / E Morse Blvd	All-way Stop	EBT	0.07	8.4	A	0.21	9.4	A
		WBT	0.03	8.5	A	0.01	8.7	A
		NBT	0.37	10.1	B	0.49	12.0	B
		SBT	0.38	9.9	A	0.32	9.9	A
		Overall	-	9.8	A	-	10.8	B
N Knowles Ave / E Morse Blvd	Two-way Stop	EBL	0.00	7.6	A	0.01	7.5	A
		WBL	0.02	7.5	A	0.01	7.6	A
		NBT	0.03	11.1	B	0.07	10.7	B
		SBT	0.05	10.6	B	0.07	10.1	B
N Park Ave / E Morse Blvd	Signalized	EBT	0.18	11.8	B	0.19	12.0	B
		WBT	0.22	12.3	B	0.18	11.9	B
		NBT	0.15	11.6	B	0.18	11.8	B
		SBT	0.17	11.8	B	0.13	11.5	B
		Overall	-	11.9	B	-	11.8	B
N New York Ave / W Morse Blvd	All-way Stop	EBT	0.35	10.9	B	0.45	12.8	B
		WBT	0.21	9.8	A	0.25	10.6	B
		NBT	0.30	10.9	B	0.40	12.4	B
		SBT	0.35	10.8	B	0.31	10.9	B
		Overall	-	10.7	B	-	11.9	B
S Knowles Ave / E New England Ave	Two-way Stop	EBL	0.01	7.8	A	0.01	7.6	A
		WBT	-	-	-	-	-	-
		NBT	0.02	10.4	B	0.05	10.2	B
		SBT	0.06	10.4	B	0.11	10.3	B



Section 3

Future Volume Development

Future Volume Development

TRIP GENERATION

The trip generation analysis was conducted using information published by the Institute of Transportation Engineers (ITE) *Trip Generation (12th Edition)*. **Table 2** summarizes the resulting trip generation analysis. Trip generation resources are included in the **Appendix E**.

Table 2: Project Trip Generation

Land Use Type	ITE Code	Intensity	Daily	AM Peak-Hour Trips			PM Peak-Hour Trips		
				In	Out	Total	In	Out	Total
Multi-Family Residential	**220**	38 DU	236	6	20	26	16	10	26
Sub Total - Vested Trips			**236**	**6**	**20**	**26**	**16**	**10**	**26**
Single Family Residential- Attached	215	5 DU	36	1	1	2	2	1	3
Day Care Center	565	60 STU	227	25	22	47	--	--	--
Synagogue	561	7.59 KSF	NA*	12	6	18	13	9	22
Sub Total – New Development Trips			**263**	**38**	**29**	**67**	**15**	**10**	**25**
Net New Trips			27	32	9	41	-1	0	-1

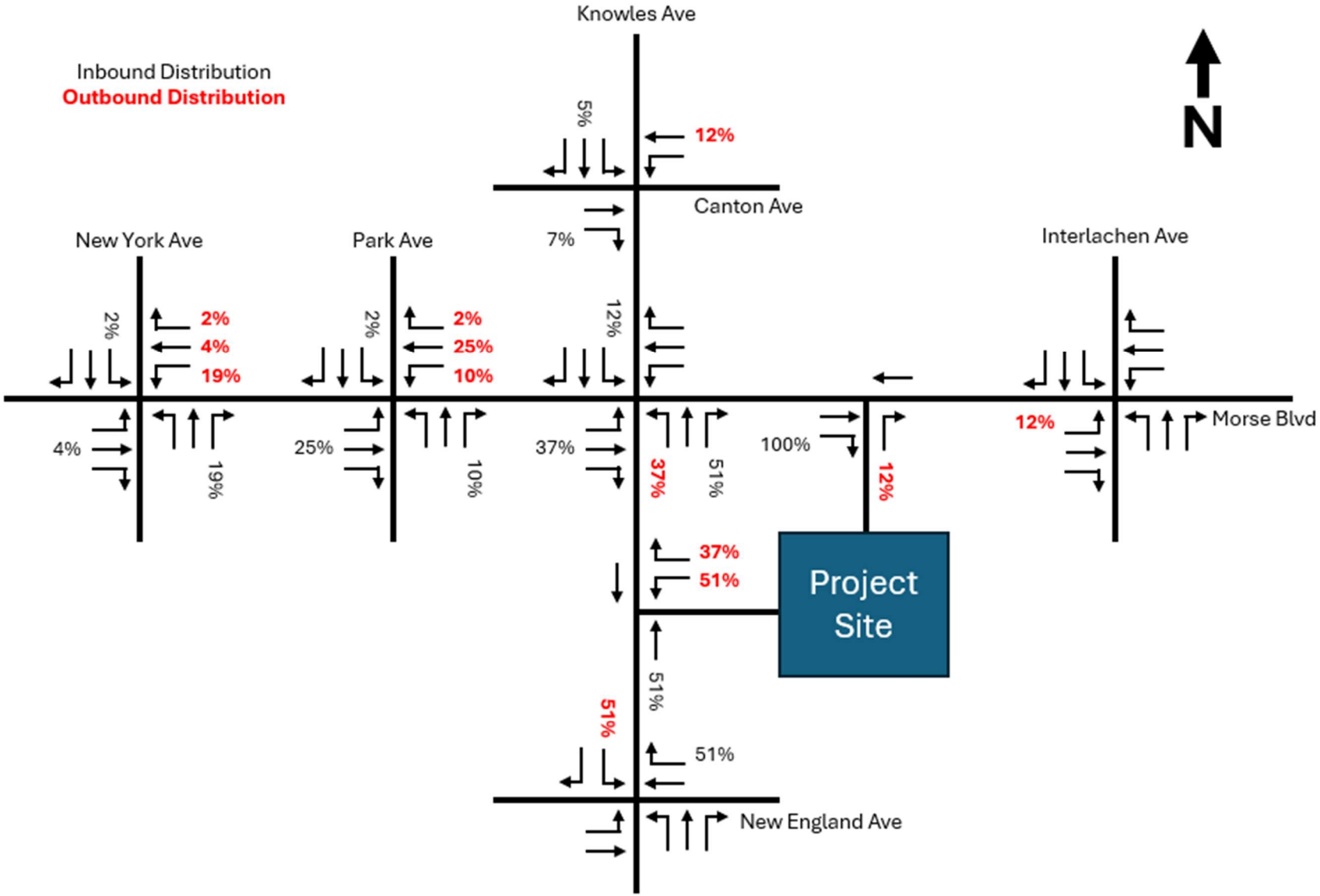
Source: *ITE Trip Generation, 12th Edition*

Based strictly on *ITE Trip Generation* rates, The proposed additional 119 beds are projected to generate a total of 2,861 new net external daily trips, of which 213 trips occur during the AM peak hour trips and 201 trips occur during PM peak hour.

TRIP DISTRIBUTION AND ASSIGNMENT

The project trip distribution was determined using the Central Florida Regional Planning Model (CFRPM), and local traffic patterns. **Figure 4** shows the projected distribution of project trips throughout the roadway network and project trip distribution at the driveways, with raw model output in **Appendix F**.

Figure 4: Project Trip Distribution



PROJECTED TRAFFIC VOLUMES

The project is anticipated to be completed in 2028. Total project traffic volumes at the intersections were calculated by projecting the 2026 existing volume to 2028 background traffic using a 5.0% annual growth rate, which was estimated after reviewing historical AADT within the study area, as documented in the study methodology. Projected development-generated trips were added to the projected background traffic to determine future build traffic volume. As the apartments are no longer occupied, the full trip generation of the proposed development was used to generate the build traffic volumes.

Figure 5 illustrates the projected volumes for the AM peak hour and PM peak hour in the background conditions and **Figure 6** illustrates the projected volumes for the AM peak hour and PM peak hour in the build conditions. A detailed intersection volume projection worksheet is included in **Appendix G**.

Figure 5: 2028 Background Peak Hour Intersection Volumes

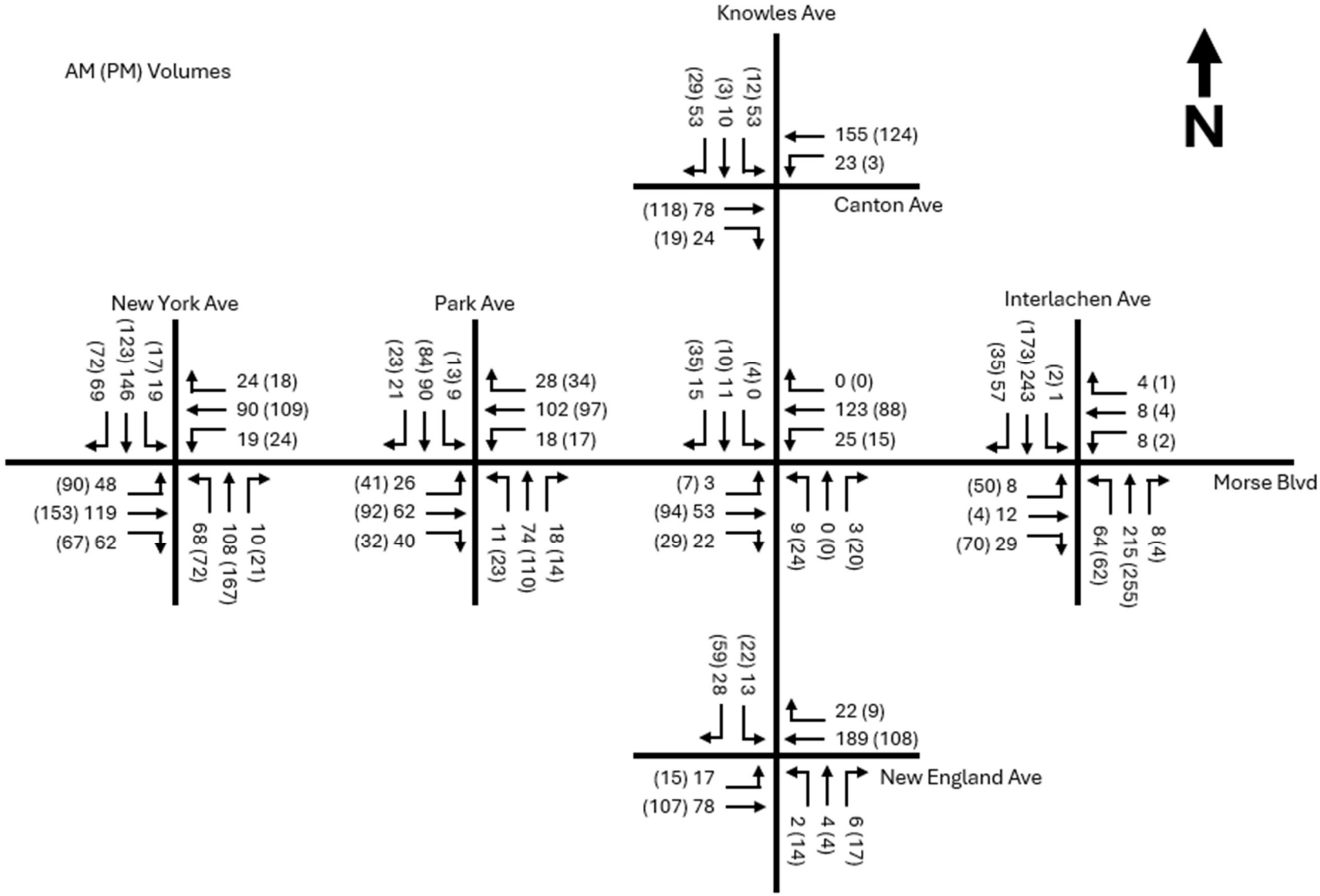
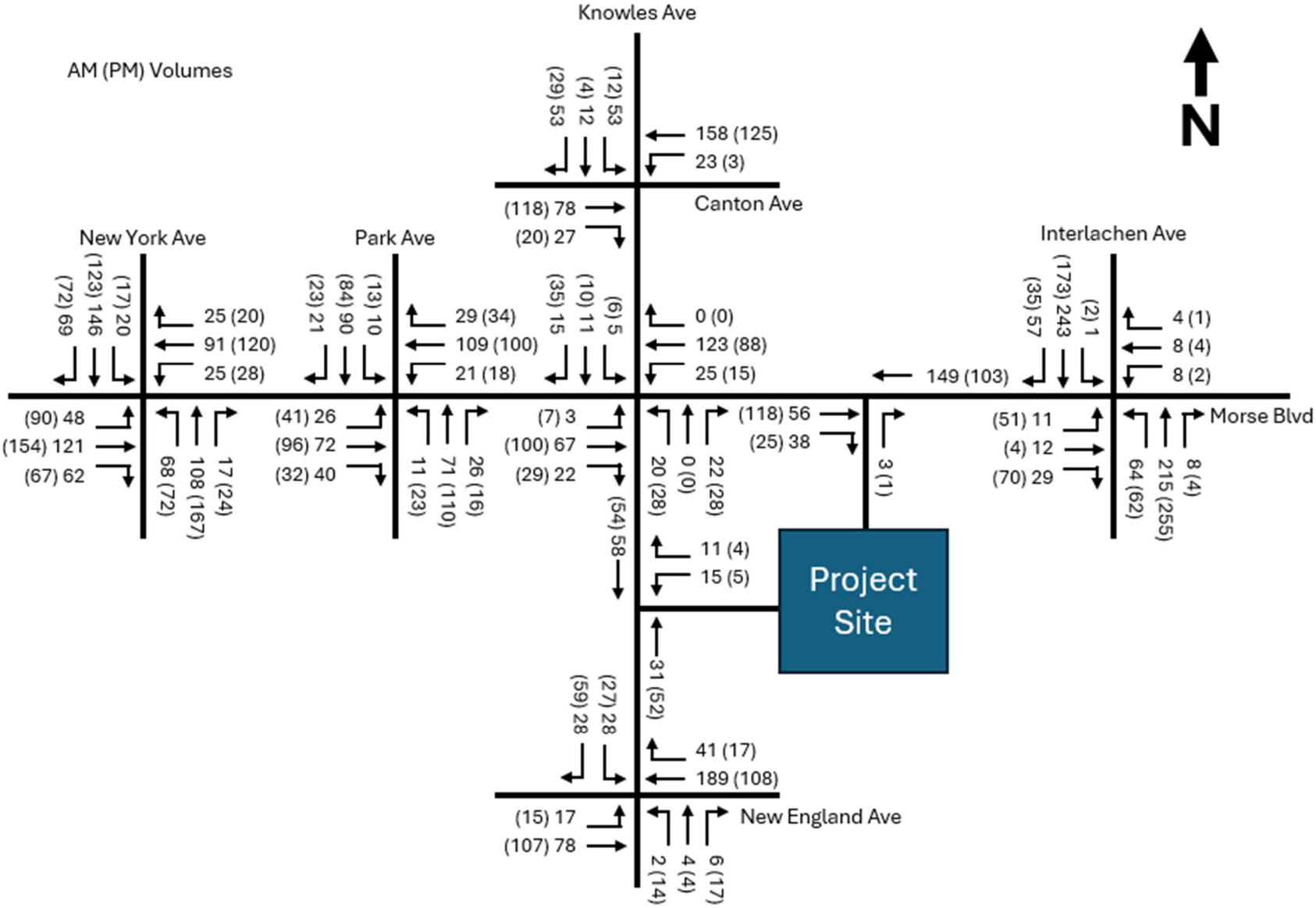


Figure 6: 2028 Build Peak Hour Intersection Volumes





Section 4
Future Conditions

FUTURE CONDITIONS

BUILDOUT INTERSECTION CAPACITY ANALYSIS

Future intersection capacity analysis was performed using the projected buildout traffic volumes presented in the previous section (**Figure 5** and **Figure 6**). The analysis was completed with Synchro software in accordance with the methodologies of the Highway Capacity Manual (HCM). Evaluations were conducted for the 2028 Buildout scenario, with the results summarized in **Table 3** and **Table 4**, respectively.

All study intersections are projected to continue to operate adequately at LOS A/B and within their capacity for both future no-buildout and buildout scenarios.

The detailed HCM worksheets for 2028 No-Build and 2028 Buildout results are included in **Appendix H** and **Appendix I**, respectively.

Table 3: 2028 No-Build Intersection Capacity Analysis

Intersection	Traffic Control	All Movements	AM			PM		
			V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS
N Knowles Ave / E Canton Ave	Two-way Stop	EBT	-	-	-	-	-	-
		WBL	0.00	7.6	A	0.00	7.6	A
		SBT	0.31	13.6	B	0.07	10.0	B
N Interlachen Ave / E Morse Blvd	All-way Stop	EBT	0.08	8.6	A	0.24	9.9	A
		WBT	0.04	8.7	A	0.02	8.9	A
		NBT	0.42	10.7	B	0.55	13.3	B
		SBT	0.42	10.6	B	0.36	10.4	B
		Overall	-	10.4	B	-	11.7	B
N Knowles Ave / E Morse Blvd	Two-way Stop	EBL	0.00	7.6	A	0.01	7.5	A
		WBL	0.03	7.5	A	0.01	7.6	A
		NBT	0.03	11.6	B	0.08	11.0	B
		SBT	0.06	10.9	B	0.08	10.3	B
N Park Ave / E Morse Blvd	Signalized	EBT	0.19	12.0	B	0.21	12.2	B
		WBT	0.25	12.5	B	0.20	12.0	B
		NBT	0.16	11.8	B	0.19	12.0	B
		SBT	0.19	12.0	B	0.15	11.6	B
		Overall	-	12.1	B	-	12.0	B
N New York Ave / W Morse Blvd	All-way Stop	EBT	0.39	11.9	B	0.52	14.6	B
		WBT	0.24	10.4	B	0.30	11.5	B
		NBT	0.34	11.7	B	0.46	13.9	B
		SBT	0.40	11.7	B	0.36	12.0	B
		Overall	-	11.5	B	-	13.3	B
S Knowles Ave / E New England Ave	Two-way Stop	EBL	0.02	7.9	A	0.01	7.6	A
		WBT	-	-	-	-	-	-
		NBT	0.02	10.5	B	0.06	10.4	B
		SBT	0.07	10.6	B	0.13	10.5	B

Table 4: 2028 Build-out Intersection Capacity Analysis

Intersection	Traffic Control	All Movements	AM			PM		
			V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS
N Knowles Ave / E Canton Ave	Two-way Stop	EBT	-	-	-	-	-	-
		WBL	0.03	7.7	A	0.00	7.5	A
		SBT	0.32	13.8	B	0.07	10.0	B
N Interlachen Ave / E Morse Blvd	All-way Stop	EBT	0.09	8.7	A	0.24	9.9	A
		WBT	0.04	8.7	A	0.02	8.9	A
		NBT	0.42	10.8	B	0.55	13.3	B
		SBT	0.42	10.6	B	0.36	10.5	B
		Overall	-	10.5	B	-	11.7	B
N Knowles Ave / E Morse Blvd	Two-way Stop	EBL	0.00	7.6	A	0.01	7.5	A
		WBL	0.03	7.6	A	0.01	7.6	A
		NBT	0.10	11.2	B	0.10	11.1	B
		SBT	0.08	11.3	B	0.08	10.4	B
N Park Ave / E Morse Blvd	Signalized	EBT	0.21	12.1	B	0.22	12.2	B
		WBT	0.26	12.7	B	0.20	12.1	B
		NBT	0.17	11.8	B	0.20	12.0	B
		SBT	0.19	12.0	B	0.15	11.6	B
		Overall	-	12.2	B	-	12.0	B
N New York Ave / W Morse Blvd	All-way Stop	EBT	0.40	12.1	B	0.52	14.7	B
		WBT	0.26	10.7	B	0.30	11.6	B
		NBT	0.36	11.9	B	0.46	14.0	B
		SBT	0.40	11.9	B	0.36	12.0	B
		Overall	-	11.7	B	-	13.4	B
S Knowles Ave / E New England Ave	Two-way Stop	EBL	0.02	7.9	A	0.01	7.7	A
		WBT	-	-	-	-	-	-
		NBT	0.02	10.6	B	0.06	10.4	B
		SBT	0.10	11.3	B	0.14	10.7	B
Morse Blvd / Access 1	Two-way Stop	EBT	-	-	-	-	-	-
		WBT	-	-	-	-	-	-
		NBR	0.02	9.9	A	0.01	11.3	B
Knowles Ave / Access 2	Two-way Stop	WBL	0.14	10.6	B	0.05	10.6	B
		NBT	-	-	-	-	-	-
		SBT	-	-	-	-	-	-



Section 5
Conclusions

CONCLUSIONS

Kittelson & Associates, Inc. completed a Traffic Impact Study for the proposed El Cortez redevelopment in the City of Winter Park, Florida. The project site is located at the southeast corner of Morse Boulevard and Knowles Avenue. The study evaluated potential traffic impacts to the surrounding transportation network based on a projected 2028 buildout year.

Trip Generation

- The proposed site is projected to generate approximately 263 daily trips. Of these, 67 trips are expected to occur during the AM peak hour and 25 trips during the PM peak hour.
- The proposed site is projected to generate 41 AM peak hour trips more than the previous land use, but 1 PM peak hour trip less than the previous land use.

Proposed Access

- The proposed site will have a right-in, right-out driveway on Morse Boulevard and an outbound-only driveway on Knowles Avenue.

Intersection Capacity Analysis

- The intersections in the study area all operate at LOS B or better in the existing, background, and build conditions.

Based on the results of the analysis, the proposed project is not anticipated to impact the operations of the surroudning roadway network.

Appendix A: Preliminary Site Plan

E MORSE BLVD

S KNOWLES AVE

Storm Drainage Manhole
Top elev = 88.60'
NW inv elev = 85.44' (12" RCP)

EXISTING VCP SEWER LINE

PROPOSED DOGHOUSE MANHOLE
CONTRACTOR TO CONFIRM
SANITARY PIPE INVERT AND
MATERIAL BEFORE CONSTRUCTION

SANITARY SEWER SERVICE

CHANGE IN
GRADE (TYP.)

MANHOLE (TYP)

Storm Drainage Inlet
Top elev = 87.87'
Bottom elev = 84.80'
Pipes are too recessed
Unable to measure

PROPERTY LINE

RETAINING WALL

0 10' 20'
FULL SCALE: 1"=10'
HALF SCALE: 1"=20'

3 – 6" RISERS
(TYP.)

ENTRY: 92.00
(TYP.)

PROPOSED TOWNHOUSE BUILDING
WITH BASEMENT GARAGE

ENTRY: 92.00
FFE: 94.00
FFG: 84.50

BUILDING RAINLEADERS
CONNECT TO
STORMDRAINAGE SYSTEM

PROPOSED SAN. SEWER
SERVICE TO BLDG

PROPOSED SCREEN WALL

INLET (TYP.)

ACCESS CONCRETE STEPS W/ METAL RAILING

7 – 6" RISERS

PROPOSED ZYNAGOGUE BUILDING
WITH BASEMENT GARAGE
FFE: 91.00
FFG: 82.00

GARAGE ENTRY
TRENCH DRAIN
TOP ELEV. 82.00

ADA COMPLIANT CONC.
RAMP WITH RAILING

EXFILTRATION POND B

RAMP WITH RAILING
(MAX. 1:12 SLOPE)

EXFILTRATION POND A

EXISTING POWER
POLE TO REMAIN

DUMPSTER AREA

CONNECT TO PUBLIC STORM
SYSTEM WITH INVERT 80.40 AT
NE CORNER OF EAST
WELLBOURNE AVE. (24" RCP EX.)

UTILITY PROVIDERS

POTABLE WATER:
CITY OF WINTER PARK
401 PARK AVENUE SOUTH
WINTER PARK, FL 32789
PH: (407) 599–3220

WASTEWATER (SEWER):
CITY OF WINTER PARK
401 PARK AVENUE SOUTH
WINTER PARK, FL 32789
PH: (407) 599–3220

ELECTRIC:
CITY OF WINTER PARK
4515 METRIC DRIVE
WINTER PARK, FL 32792
PH: (407) 691–7802

ELECTRIC:
DUKE ENERGY
150 PROGRESS ENERGY WAY
LONGWOOD, FL 32750
PH: (407) 772–5305

TELEPHONE:
CENTURY LINK
952 FIRST STREET
ALTAMONTE SPRINGS, FL 32715
PH: (407) 830–3650

NATURAL GAS:
TECO/PEOPLES GAS
600 WEST ROBINSON ST
ORLANDO, FL 32801
PH: (407) 420–6607

C.A.T.V.:
SPECTRUM
485 N. KELLER ROAD
MAITLAND, FL 32751
PH: (407) 215–5944

NO.	DATE	DWN	CHKD	APPVD	DESCRIPTION
					REVISIONS

SCALE: AS SHOWN
DATE:
DRAWN:
CHECKED:
APPROVED:

CONCEPTUAL DRAINAGE AND UTILITY PLAN

EL CORTEZ DEVELOPMENT
CITY OF WINTER PARK, FLORIDA

SEAL

gai consultants
EB 9951
618 E SOUTH ST. SUITE 700
ORLANDO, FLORIDA 32801
PHONE: (407) 423–8398

PROJECT NO./DASH NO.
R251293.00

SHEET
C-2

Z:\2025\R251293.00 – El Cortez Mixed Use Winter\CAD\ACAD\CONSTRUCTION PLANS\CUP\C–200 CONCEPTUAL DRAINAGE AND UTILITY PLAN.dwg Jan 07, 2026 – 3:28pm

Appendix B: TIA Methodology

KITTELSON & ASSOCIATES

225 East Robinson Street, Suite 355
Orlando, FL 32801
P 813.540.0555

MEMORANDUM

Date: April 18, 2026 Project #: 33321

To: Development Review
Winter Park
412 SE 25th Avenue
Ocala, FL 34471

From: Stephanie Shealey, P.E., Emmanuel Masindoki, P.E., Dario Gonzalez
225 E Robinson Street, Suite 355
Orlando, FL 32801

CC: Kok Wan Mah, P.E.

Project: El Cortez Redevelopment Project

Subject: Proposed Methodology for El Cortez TIA

PURPOSE AND PROJECT DESCRIPTION

This technical memorandum provides a recommended Transportation Impact Assessment (TIA) methodology for the proposed El Cortez Redevelopment Project. The approximately 0.61-acre site consists of parcel 07-22-30-8776-00-120 and is located on the east side of S Knowles Avenue, south of E Morse Boulevard in Winter Park, Florida. The project location is shown in **Figure 1**.

The proposed redevelopment will remove the existing 38 multi-family residential units and construct five townhomes and a synagogue on the existing site. The synagogue will be used for religious services and will host a daycare. Based upon the generated project trips, a Level 2 Transportation Impact Assessment (TIA) will be conducted per City of Winter Park Code of Ordinances, Chapter 58, Article III, Section 58-90-Conditional Uses.

The development will be constructed in a single phase with an anticipated buildout year of 2028. Access to the development will be provided via two access driveways: one right-in/right-out access on E Morse Boulevard and one outbound access on S Knowles Avenue. These access points are depicted in the site plan included in **Figure 2**.

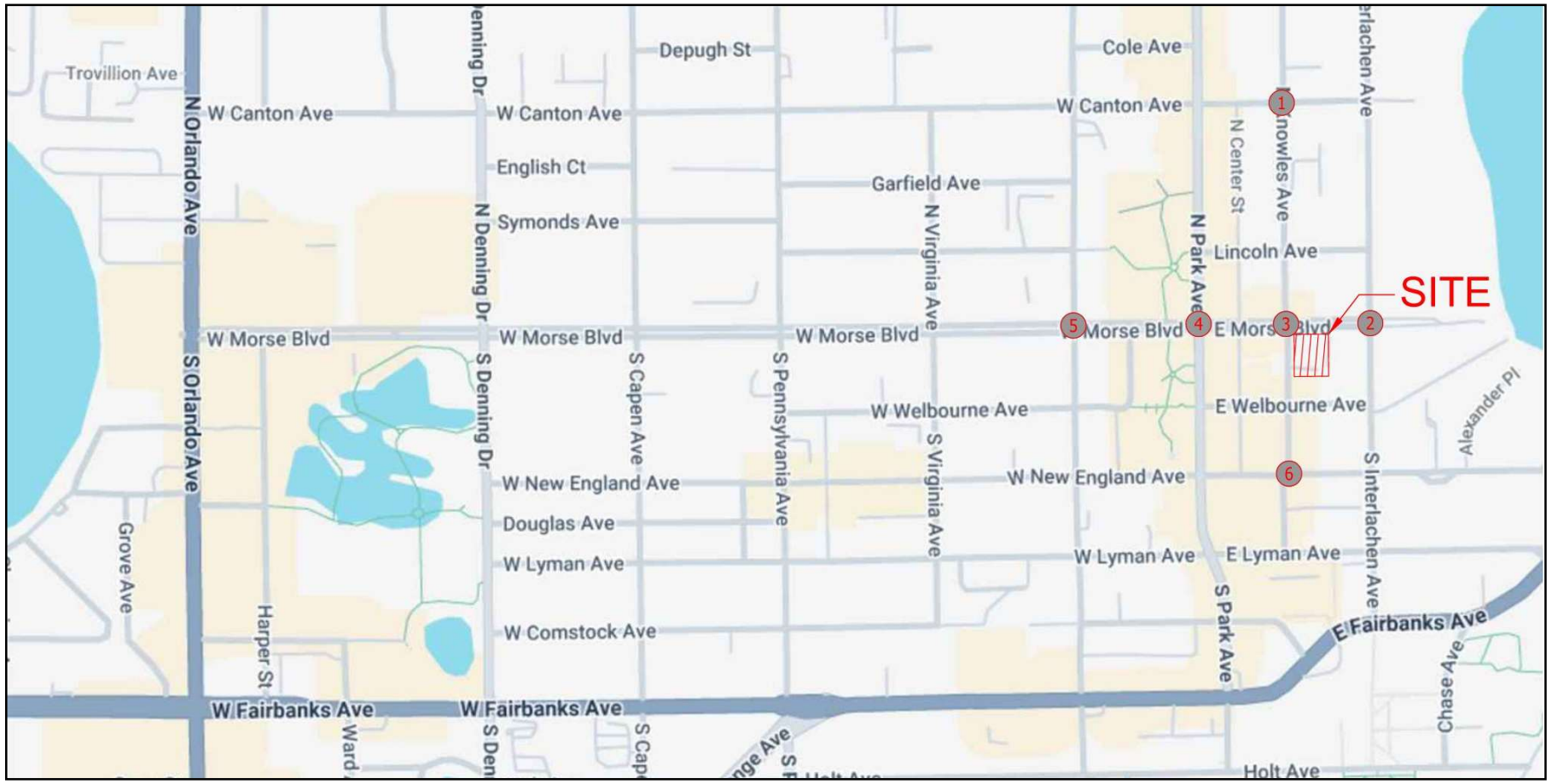


Figure 1. Project Location

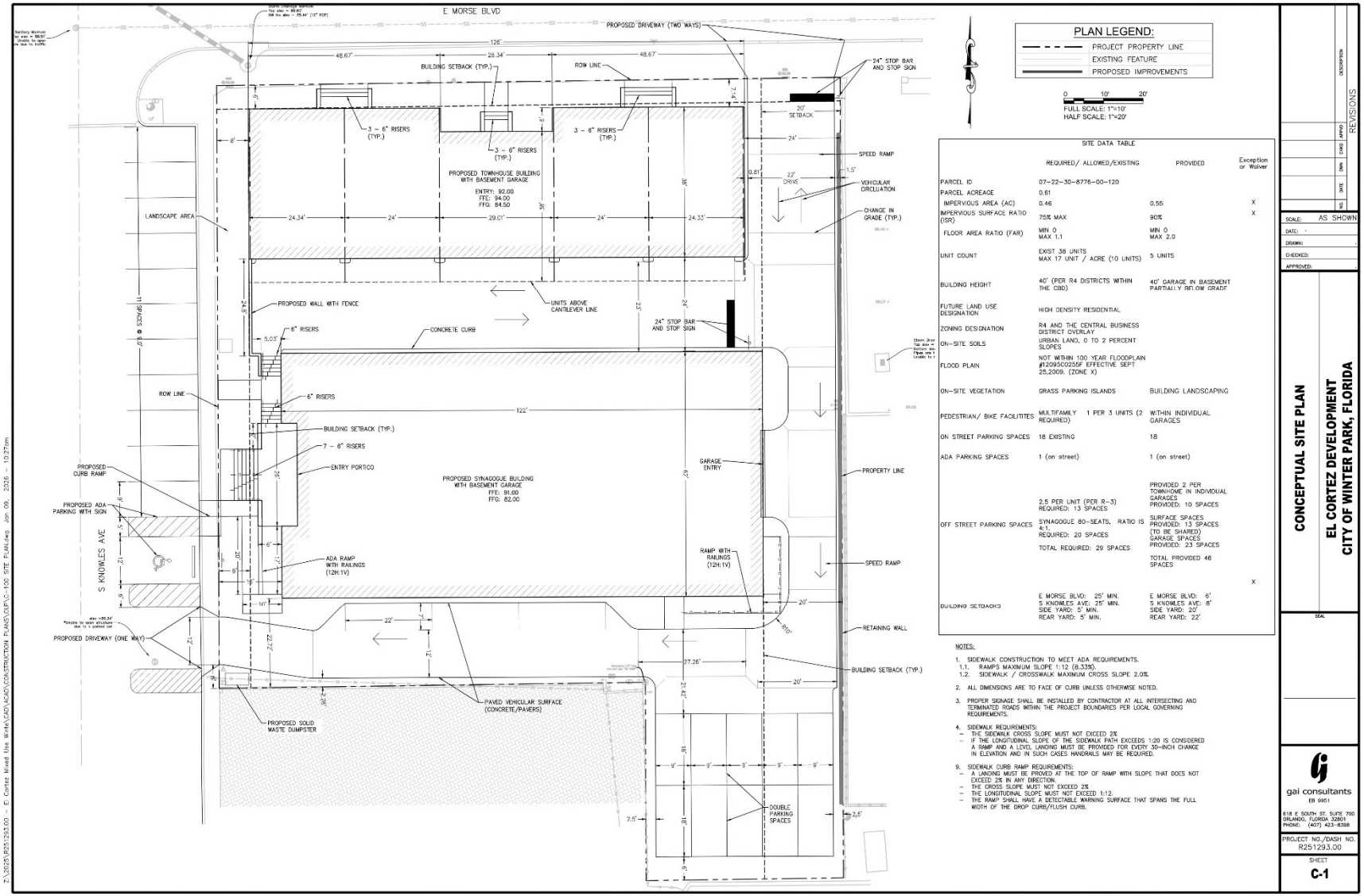


Figure 2: Site Plan

TRIP GENERATION

The trip generation analysis was conducted using information published by the Institute of Transportation Engineers (ITE) *Trip Generation (12th Edition)*. **Table 1** summarizes the resulting trip generation analysis. The ITE trip generation information sheets are included in the **Attachments**.

Table 1: Trip Generation

Land Use Type	ITE Code	Intensity	Daily	AM Peak-Hour Trips			PM Peak-Hour Trips		
				In	Out	Total	In	Out	Total
Multi-Family Residential	**220**	38 DU	236	6	20	26	16	10	26
Sub Total - Vested Trips			**236**	**6**	**20**	**26**	**16**	**10**	**26**
Single Family Residential- Attached	215	5 DU	36	1	1	2	2	1	3
Day Care Center	565	60 STU	227	25	22	47	--	--	--
Synagogue	561	23.2 KSF	NA*	35	21	56	39	29	68
Sub Total – New Development Trips			**263**	**84**	**46**	**105**	**41**	**30**	**71**
Net New External Trips			27	78	26	79	25	20	45

Source: *ITE Trip Generation, 12th Edition; Fitted curves were used when r-squared > 0.75*
** = Daily trips not reported for Synagogue – ITE Code 561*

In *ITE Trip Generation 12*, Synagogue (ITE Code 561) reports the most likely trip generation for synagogues during Friday services at sunset. At this time, the day care is not expected to generate additional trips as per *Description of Activities and Hours of Operation* in the Appendix. Vested trips were subtracted from the proposed development to produce net new external trips. The redevelopment will generate 27 new net external daily trips of which 79 trips occur during the AM peak hour and 45 trips occur during the PM peak hour. This study will follow City guidelines defining a Level 2 traffic study appropriate for proposed developments generating between 26 and 100 peak hour trips.

STUDY AREA DETERMINATION

The study intersections depicted in Figure 3 were identified by City staff. Project trips were calculated using trips generated by the proposed development and net new external trips will be assigned to the roadway network according to trip distribution nearest the study intersections.

Counts from the intersection turning movements will be used to develop existing baseline volumes and will be used to adjust traffic distributions wherever necessary.

Study Intersections:

1. Knowles Avenue & Canton Avenue (unsignalized)
2. Morse Boulevard & Interlachen Avenue (unsignalized)
3. Morse Boulevard & Knowles Avenue(unsignalized)
4. Morse Boulevard & Park Avenue (signalized)
5. Morse Boulevard & New York Avenue (unsignalized)
6. Knowles Avenue & New England Avenue (unsignalized)

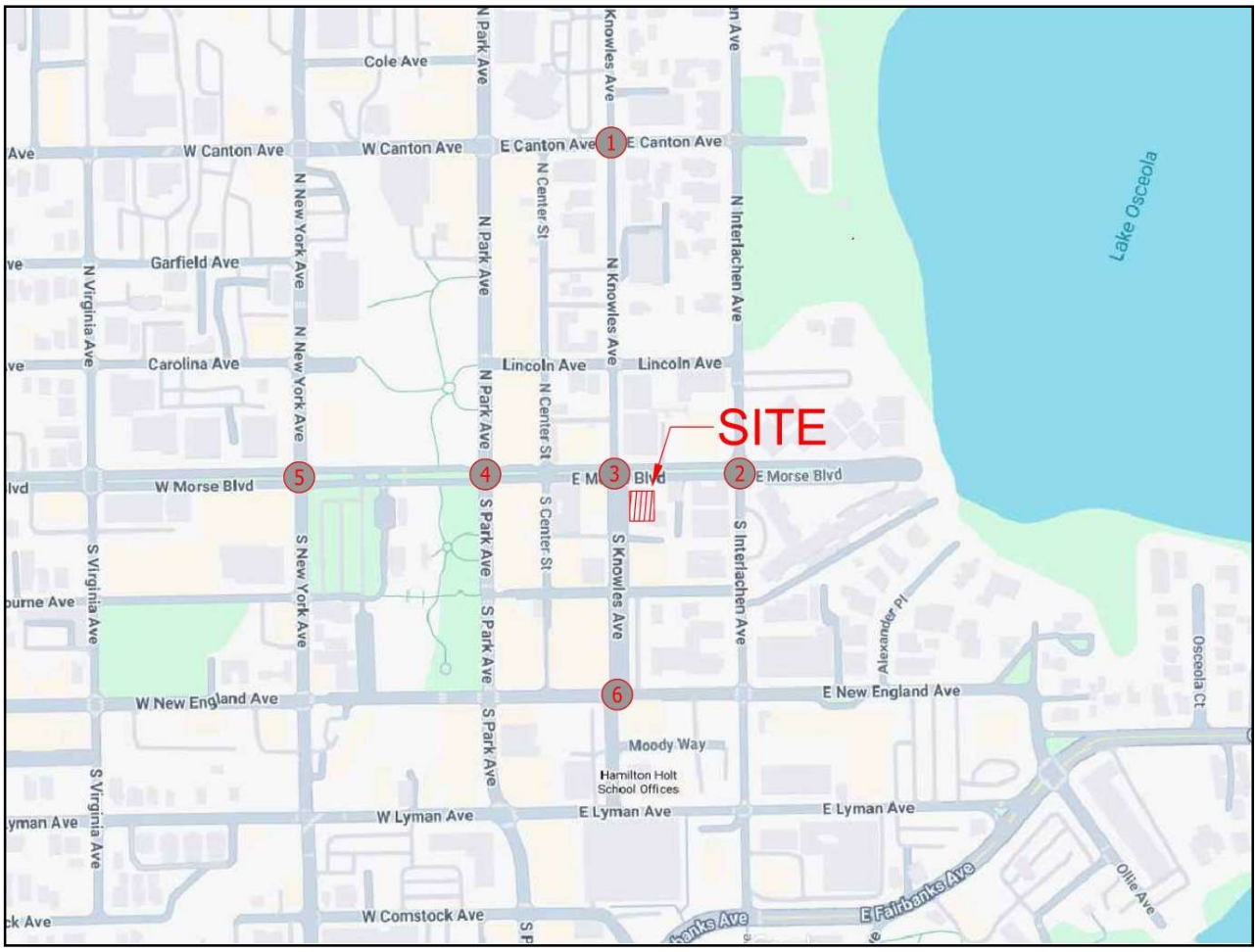


Figure 3: Study Intersections

TRIP DISTRIBUTION AND ASSIGNMENT

The project trip distribution and assignment were estimated based on a select zone analysis using the Central Florida Regional Planning Model, Version 7, project driveway distribution, and collected counts at study intersections to define local traffic patterns. Model distributions for the future year are included in Figure 4 **.** These may be modified to reflect collected counts. The detailed model plots are included in **Attachments.**



Figure 4: Trip Distribution and Assignment

PLANNED AND PROGRAMMED IMPROVEMENTS

The City of Winter Park Transportation Master Plan lists a roadway Complete Streets reconfiguration/streetscape project planned along Morse Blvd from US 17/92 to New York Avenue. Dedicated construction funding for this project was not found in the Strategic Capital Plan (FY 2026-2023). No capacity improvements will be assumed for this transportation study.

FUTURE VOLUMES BUILDOUT (2028)

Traffic counts will be collected at the study intersections, including heavy vehicle percentages. The countywide seasonal factor for counts collected between April 7, 2024 and April 13, 2024 is 0.97. The collected counts will not be seasonally adjusted for seasonal factors below 1.0.

Future background traffic volumes will be calculated by using a weighted average annual growth of 5.0%. Orange County Traffic Count data from stations near the study area inform the growth rate determination in **Table 2** . These provide annual average daily traffic (AADT) data from 2020 to 2024, the annual growth, averaged annual growth and the weighted average annual growth. All stations show substantial growth occurring between 2020, and 2021 but the reason for this increase is unknown. The recommended annual growth rate for this study is 5.0%.

Table 2: Growth Rate Determination

Year / Count Station	7131 - Park Ave North of Webster	396 - Fairbanks Ave East of Orange Ave	5077- Fairbanks Ave West of Aloma Ave
2020	3,554	33,215	32,060
2021	4,701	38,636	39,459
2022	4,702	35,466	36,747
2023	4,556	36,824	38,826
2024	4,796	37,764	40,608
Annual Growth	8.74%	3.42%	6.67%
		Average	6.28%
		Weighted Average	5.28%
		Annual Growth Rate Used	**5.00%**

FUTURE CONDITIONS OPERATIONAL ANALYSIS

The Traffic Impact Study will provide an analysis of weekday AM and PM peak hour traffic operations at study intersections for Future Background and Buildout conditions. HCM 7th Edition methodology included in Synchro 12 software will be used for intersection operational analyses. The intersection operational analyses will include an assessment of overall intersection delay and level of service (LOS), as well as queues, delays, and LOS by movement, for the study intersections.

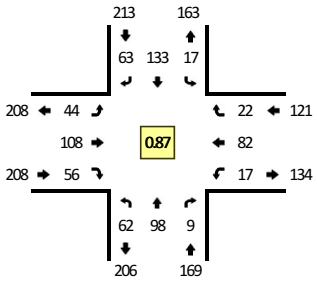
For intersections found to be operating deficiently due to the addition of project trips, recommendations will be provided to mitigate deficiencies.

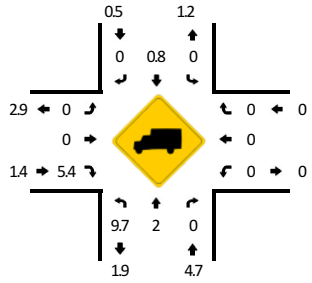
Appendix C: Raw Turning Movement Counts

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

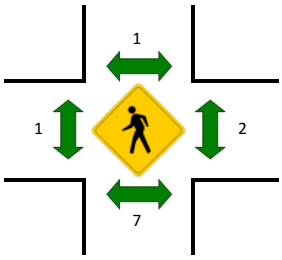
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CITY/STATE: Winter Park, FL | **DATE:** Tue, Apr 7 2026

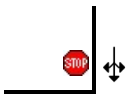
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Peak 15-Min: 8:45 AM -- 9:00 AM

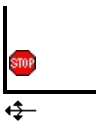


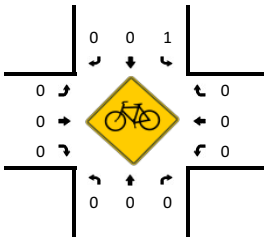


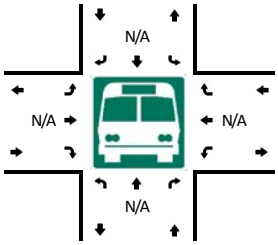
TRUE DATA TO IMPROVE MOBILITY

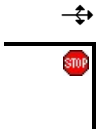


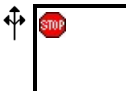


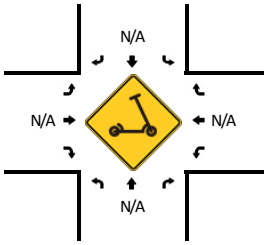












R* = RTOR

15-Min Count Period Beginning At	N New York Ave (Northbound)					N New York Ave (Southbound)					W Morse Blvd (Eastbound)					W Morse Blvd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	1	18	0	0	0	3	10	8	0	0	3	6	8	0	0	0	6	1	0	0	64	
7:15 AM	8	16	1	0	0	1	15	4	0	0	7	13	4	0	0	2	9	2	0	0	82	
7:30 AM	9	17	1	0	0	3	23	10	0	0	6	15	7	0	0	0	7	3	0	0	101	
7:45 AM	11	26	2	0	0	1	28	15	0	0	16	32	15	0	0	3	17	2	0	0	168	415
8:00 AM	11	17	1	0	0	5	29	20	0	0	8	24	14	0	0	4	22	6	0	0	161	512
8:15 AM	22	24	3	0	0	4	30	11	0	0	13	21	12	1	0	3	20	8	0	0	172	602
8:30 AM	15	29	2	0	0	4	41	14	0	0	8	26	16	0	0	0	18	1	0	0	174	675
8:45 AM	14	28	3	0	0	4	33	18	0	0	14	37	14	0	0	10	22	7	0	0	204	711

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	56	112	12	0	0	16	132	72	0	0	56	148	56	0	0	40	88	28	0	0	816
Heavy Trucks	8	0	0			0	0	0			0	0	0			0	0	0			8
Buses																					
Pedestrians		4					0					4					4				12
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

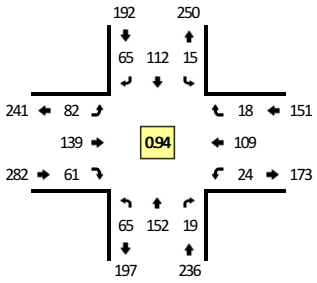
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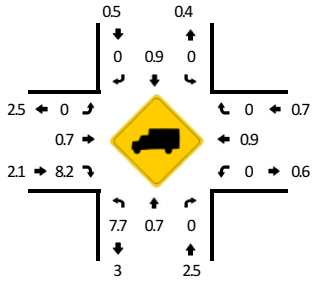
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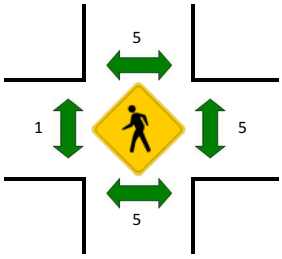
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

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CITY/STATE: Winter Park, FL | **DATE:** Tue, Apr 7 2026

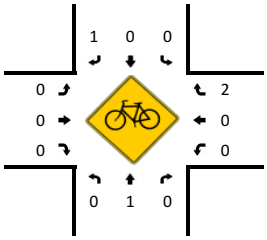
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Peak 15-Min: 5:00 PM -- 5:15 PM

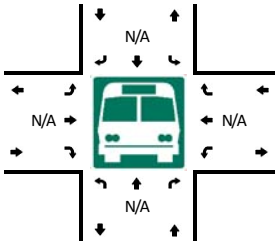




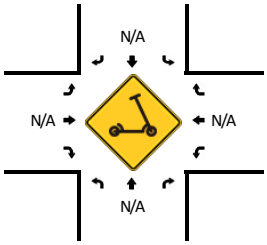












R* = RTOR

15-Min Count Period Beginning At	N New York Ave (Northbound)					N New York Ave (Southbound)					W Morse Blvd (Eastbound)					W Morse Blvd (Westbound)					Total	Hourly Totals
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4:00 PM	13	52	7	0	0	0	27	21	0	0	10	32	19	1	0	5	25	9	0	0	221	
4:15 PM	7	43	5	0	0	3	28	12	0	0	16	25	20	0	0	3	29	4	0	0	195	
4:30 PM	17	36	7	0	0	3	22	9	0	0	17	37	12	1	0	3	21	7	0	0	192	
4:45 PM	12	37	4	0	0	3	32	25	0	0	18	34	21	0	0	6	30	5	0	0	227	835
5:00 PM	13	47	3	0	0	3	35	15	0	0	20	33	9	0	0	8	39	4	0	0	229	843
5:15 PM	23	32	5	0	0	6	23	16	0	0	25	35	19	1	0	7	19	2	0	0	213	861
5:30 PM	13	36	12	0	0	1	29	14	0	0	13	28	14	0	0	0	20	8	0	0	188	857
5:45 PM	9	28	3	0	0	1	24	7	0	0	15	36	7	0	0	1	22	2	0	0	155	785

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	52	188	12	0	0	12	140	60	0	0	80	132	36	0	0	32	156	16	0	0	916
Heavy Trucks	0	4	0			0	0	0			0	0	4			0	0	0			8
Buses																					
Pedestrians		4					4					0					0				8
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

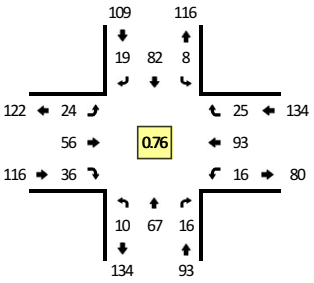
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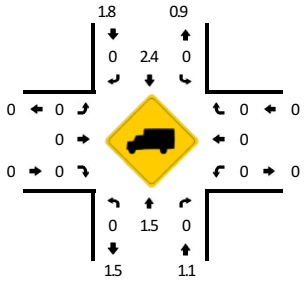
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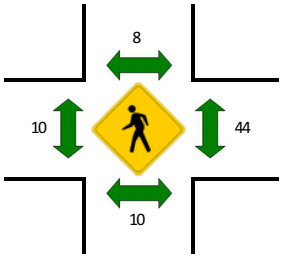
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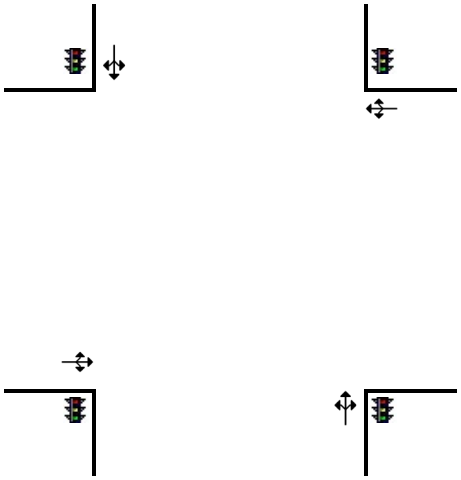
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CITY/STATE: Winter Park, FL | **DATE:** Tue, Apr 7 2026

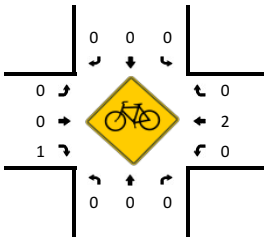
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Peak 15-Min: 8:45 AM -- 9:00 AM

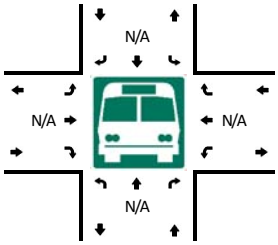


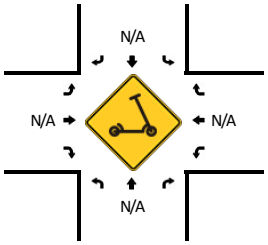












R* = RTOR

15-Min Count Period Beginning At	N Park Ave (Northbound)					N Park Ave (Southbound)					E Morse Blvd (Eastbound)					E Morse Blvd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	1	10	2	0	0	4	1	0	0	0	3	4	1	0	0	1	6	1	0	1	35	
7:15 AM	2	10	2	0	0	0	4	0	0	2	2	5	5	0	1	2	10	3	0	0	48	
7:30 AM	0	11	2	0	1	1	7	2	0	1	6	9	2	0	1	3	9	2	0	0	57	
7:45 AM	6	23	2	0	1	0	19	1	0	2	9	11	7	0	2	5	12	4	0	0	104	244
8:00 AM	2	16	0	0	1	2	29	4	0	1	6	12	5	0	1	4	22	6	0	0	111	320
8:15 AM	1	12	1	0	0	1	14	4	0	3	8	9	7	0	2	2	24	3	0	0	91	363
8:30 AM	4	22	3	0	1	4	19	2	0	1	6	18	1	0	1	1	16	2	0	0	101	407
8:45 AM	3	17	8	0	2	1	20	3	0	1	4	17	8	0	11	9	31	13	0	1	149	452

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	12	68	40	0	8	4	80	16	0	4	16	68	76	0	44	36	124	56	0	4	656
Heavy Trucks	0	0	0			0	4	0			0	0	0			0	0	0			4
Buses																					
Pedestrians		12					12					16					36				76
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

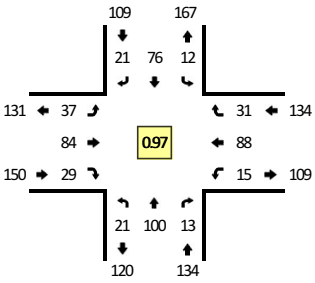
Report generated on 4/10/2026 6:27 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

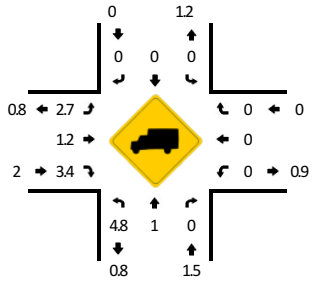
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: N Park Ave -- E Morse Blvd
CITY/STATE: Winter Park, FL

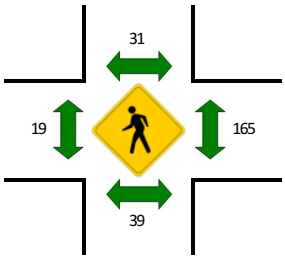
QC JOB #: 17545004
DATE: Tue, Apr 7 2026

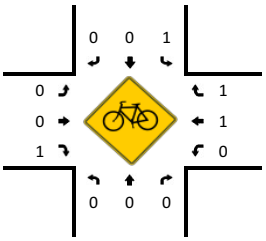
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

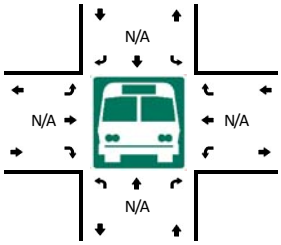


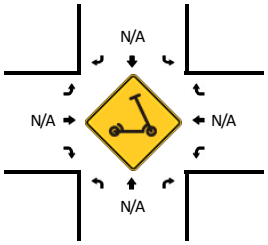


TRUE DATA TO IMPROVE MOBILITY









R* = RTOR

15-Min Count Period Beginning At	N Park Ave (Northbound)					N Park Ave (Southbound)					E Morse Blvd (Eastbound)					E Morse Blvd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	3	25	1	0	0	1	10	3	0	1	13	18	5	0	1	3	22	8	0	3	117	
4:15 PM	4	37	1	0	0	3	22	1	0	3	7	19	5	0	0	3	20	9	0	0	134	
4:30 PM	4	23	3	0	0	3	15	3	0	3	11	26	6	0	2	2	15	6	0	0	122	
4:45 PM	7	16	2	0	2	2	22	5	0	4	12	22	5	0	5	4	22	5	0	0	135	508
5:00 PM	6	24	4	0	1	4	17	2	0	0	6	17	4	1	2	6	31	11	0	0	136	527
5:15 PM	4	17	2	1	1	1	18	1	0	1	7	27	7	1	5	3	20	6	0	4	126	519
5:30 PM	5	24	4	0	0	3	15	6	0	1	13	16	3	0	5	1	14	7	0	0	117	514
5:45 PM	5	23	4	0	1	1	20	5	0	4	8	26	4	0	3	4	14	4	0	2	128	507

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	24	96	20	0	4	16	68	8	0	0	24	68	24	4	8	24	124	44	0	0	556
Heavy Trucks	0	4	0			0	0	0			0	0	0			0	0	0			4
Buses																					
Pedestrians		76					36					12					156				280
Bicycles	0	0	0			0	0	0			0	0	4			0	0	0			4
Scooters																					

Comments:

Report generated on 4/10/2026 6:27 AM

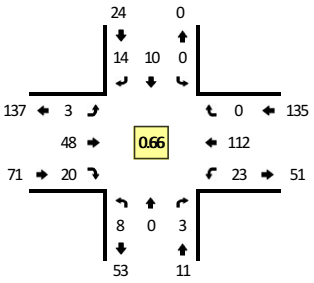
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

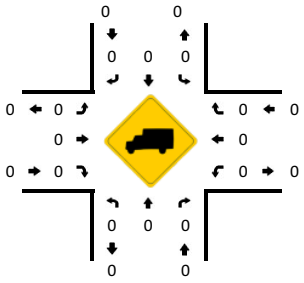
LOCATION: N Knowles Ave -- E Morse Blvd
CITY/STATE: Winter Park, FL

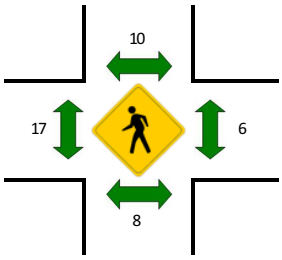
QC JOB #: 17545005
DATE: Tue, Apr 7 2026

Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

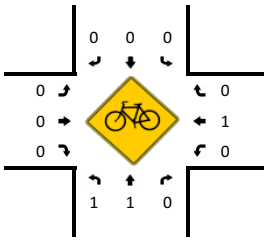


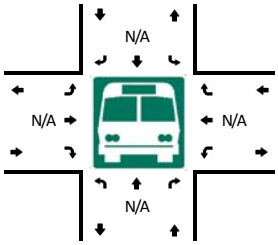




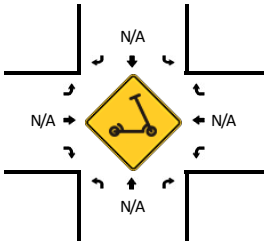












R* = RTOR

15-Min Count Period Beginning At	N Knowles Ave (Northbound)					N Knowles Ave (Southbound)					E Morse Blvd (Eastbound)					E Morse Blvd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	0	1	0	0	0	0	2	0	0	0	7	0	0	0	2	7	0	0	0	19	
7:15 AM	2	0	0	0	0	0	1	2	0	0	0	5	0	0	0	2	13	0	0	0	25	
7:30 AM	1	0	1	0	0	0	2	1	0	0	0	7	3	0	0	3	8	0	0	0	26	
7:45 AM	1	0	1	0	0	1	6	8	0	0	0	8	3	0	0	1	16	0	0	0	45	115
8:00 AM	0	0	0	0	0	0	2	2	0	0	0	9	5	0	0	2	27	0	0	0	47	143
8:15 AM	3	0	0	0	0	0	3	3	0	0	0	9	2	0	0	4	26	0	0	0	50	168
8:30 AM	2	0	1	0	0	0	2	8	0	0	0	14	7	1	0	7	11	0	0	0	53	195
8:45 AM	3	0	2	0	0	0	3	1	0	0	0	16	6	2	0	10	48	0	0	0	91	241

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	12	0	8	0	0	0	12	4	0	0	0	64	24	8	0	40	192	0	0	0	364
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		4					4					12					12				32
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

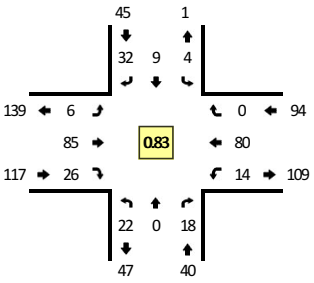
Report generated on 4/10/2026 6:27 AM

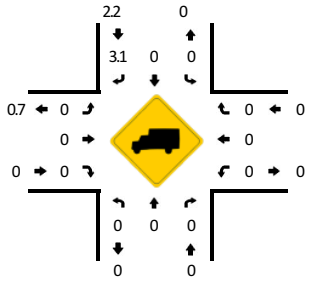
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

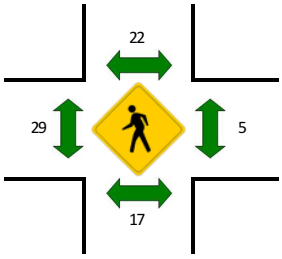
LOCATION: N Knowles Ave -- E Morse Blvd | **QC JOB #:** 17545006
CITY/STATE: Winter Park, FL | **DATE:** Tue, Apr 7 2026

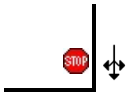
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

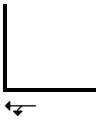


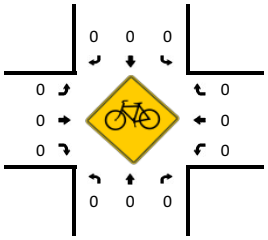


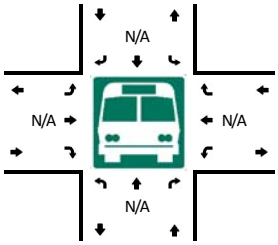
TRUE DATA TO IMPROVE MOBILITY

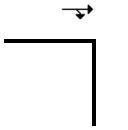


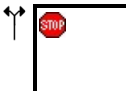


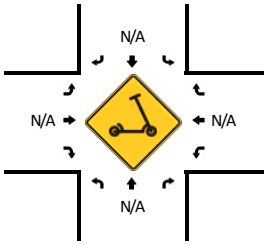












R* = RTOR

15-Min Count Period Beginning At	N Knowles Ave (Northbound)					N Knowles Ave (Southbound)					E Morse Blvd (Eastbound)					E Morse Blvd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	6	0	4	0	0	0	4	7	0	0	0	10	5	0	0	2	20	0	1	0	59	
4:15 PM	8	0	2	0	0	2	2	7	0	0	0	17	3	2	0	3	17	0	1	0	64	
4:30 PM	3	0	3	0	0	0	3	6	0	0	0	26	5	1	0	2	15	0	0	0	64	
4:45 PM	5	0	1	0	0	0	3	6	0	0	1	18	8	1	0	0	19	0	1	0	63	250
5:00 PM	8	0	8	0	0	2	2	11	0	0	0	14	5	2	0	3	24	0	1	0	80	271
5:15 PM	6	0	6	0	0	2	1	9	0	0	0	27	8	1	0	7	22	0	0	0	89	296
5:30 PM	3	0	4	0	0	1	1	8	0	0	0	23	1	0	0	2	12	0	1	0	56	288
5:45 PM	2	0	4	0	0	1	3	3	0	0	0	22	2	5	0	5	17	0	3	0	67	292

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	24	0	24	0	0	8	4	36	0	0	0	108	32	4	0	28	88	0	0	0	356
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		52					28					48					16				144
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

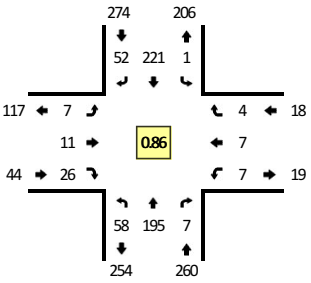
Comments:

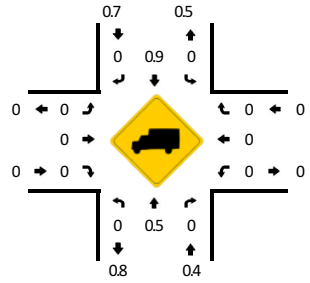
Report generated on 4/10/2026 6:27 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

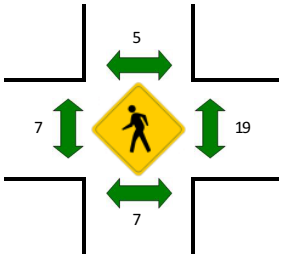
LOCATION: N Interlachen Ave -- E Morse Blvd | **QC JOB #:** 17545007
CITY/STATE: Winter Park, FL | **DATE:** Tue, Apr 7 2026

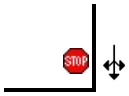
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

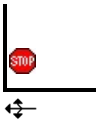


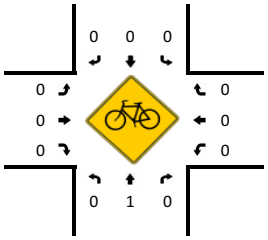


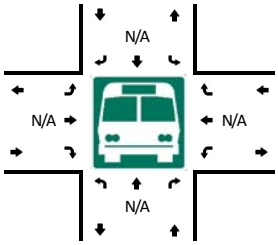
TRUE DATA TO IMPROVE MOBILITY

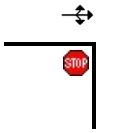


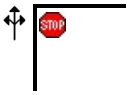


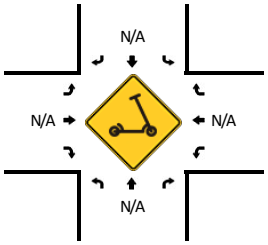












R* = RTOR

15-Min Count Period Beginning At	N Interlachen Ave (Northbound)					N Interlachen Ave (Southbound)					E Morse Blvd (Eastbound)					E Morse Blvd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	2	29	1	0	0	1	23	5	0	0	2	0	6	0	0	1	2	0	0	0	72	
7:15 AM	9	39	1	0	0	1	40	5	0	0	2	2	1	0	0	1	1	1	0	0	103	
7:30 AM	5	47	1	0	0	1	30	5	0	0	4	0	4	0	0	0	1	0	0	0	98	
7:45 AM	11	77	0	0	0	0	61	8	0	0	6	1	5	0	0	1	1	2	0	0	173	446
8:00 AM	16	37	1	0	0	0	61	15	0	0	0	2	8	0	0	3	2	1	0	0	146	520
8:15 AM	13	38	1	0	0	0	44	10	0	0	0	1	5	0	0	1	0	1	0	0	114	531
8:30 AM	18	43	5	0	0	1	55	19	0	0	1	7	8	0	0	2	4	0	0	0	163	596
8:45 AM	17	34	4	0	0	2	44	26	0	0	9	4	4	0	0	1	7	1	0	0	153	576

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	44	308	0	0	0	0	244	32	0	0	24	4	20	0	0	4	4	8	0	0	692
Heavy Trucks	0	4	0			0	4	0			0	0	0			0	0	0			8
Buses																					
Pedestrians		4					0					8					40				52
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

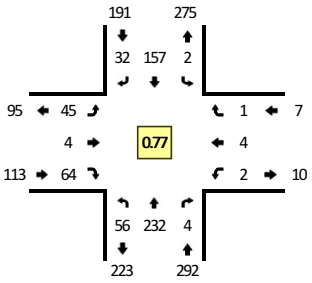
Comments:

Report generated on 4/10/2026 6:27 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

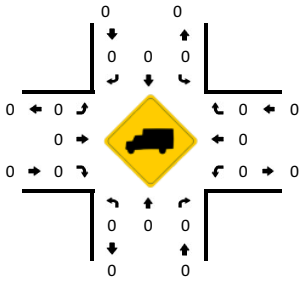
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

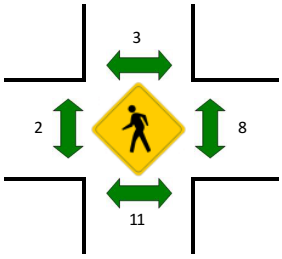
LOCATION: N Interlachen Ave -- E Morse Blvd | **QC JOB #:** 17545008
CITY/STATE: Winter Park, FL | **DATE:** Tue, Apr 7 2026

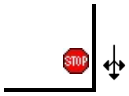
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

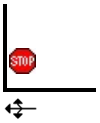


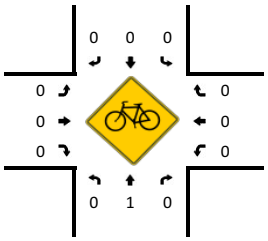
TRUE DATA TO IMPROVE MOBILITY

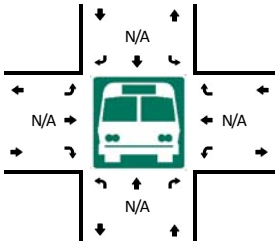


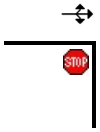


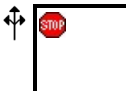


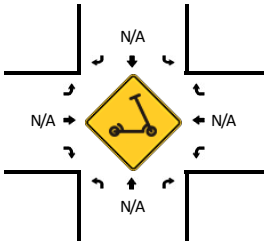












R* = RTOR

15-Min Count Period Beginning At	N Interlachen Ave (Northbound)					N Interlachen Ave (Southbound)					E Morse Blvd (Eastbound)					E Morse Blvd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	18	54	0	0	0	0	38	7	0	0	9	1	2	1	0	3	2	0	0	0	135	
4:15 PM	12	51	2	0	0	0	35	7	0	0	7	0	12	0	0	2	0	0	0	0	128	
4:30 PM	13	40	1	0	0	1	37	6	0	0	13	1	14	0	0	1	0	0	0	0	127	
4:45 PM	12	60	0	0	0	0	26	5	0	0	5	1	13	1	0	1	1	1	0	0	126	516
5:00 PM	17	59	2	0	0	1	38	7	0	0	12	0	11	1	0	1	1	0	0	0	150	531
5:15 PM	17	79	0	0	0	0	53	14	0	0	12	0	19	1	0	1	0	0	0	0	196	599
5:30 PM	10	44	2	0	0	1	30	5	0	0	7	2	19	0	0	0	1	0	0	0	121	593
5:45 PM	12	50	0	0	0	0	36	6	0	0	11	2	15	1	0	0	2	1	0	0	136	603

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	68	316	0	0	0	0	212	56	0	0	48	0	76	4	0	4	0	0	0	0	784
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		8					0					4					12				24
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

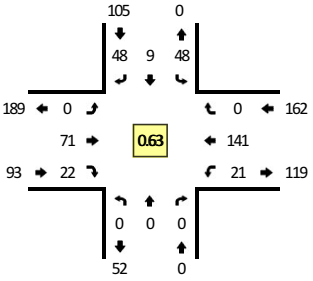
Report generated on 4/10/2026 6:27 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

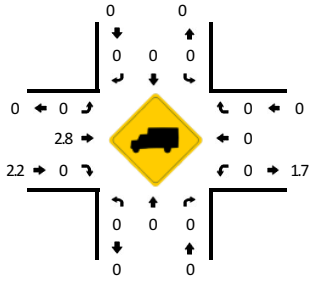
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: N Knowles Ave -- E Canton Ave
CITY/STATE: Winter Park, FL

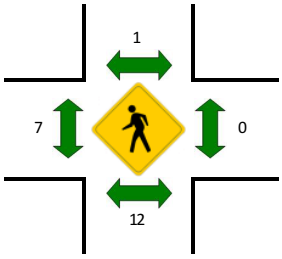
QC JOB #: 17545009
DATE: Tue, Apr 7 2026

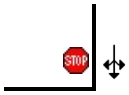
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

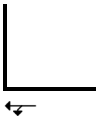


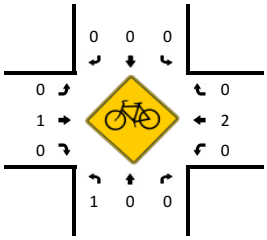


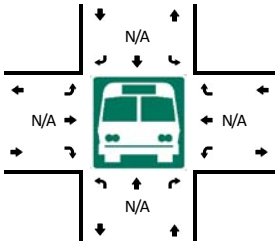
TRUE DATA TO IMPROVE MOBILITY

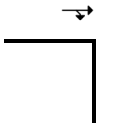




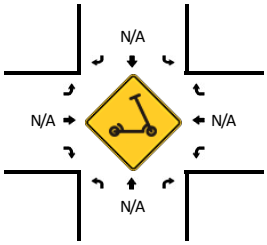












R* = RTOR

15-Min Count Period Beginning At	N Knowles Ave (Northbound)					N Knowles Ave (Southbound)					E Canton Ave (Eastbound)					E Canton Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	6	0	0	0	5	16	0	0	0	28	
7:15 AM	0	0	0	0	0	2	0	3	0	0	0	9	2	0	0	2	22	1	0	0	41	
7:30 AM	0	0	0	0	0	4	2	9	0	0	0	11	4	0	0	3	28	0	0	0	61	
7:45 AM	0	0	0	0	0	21	6	30	0	0	0	23	5	0	0	2	55	0	0	0	142	272
8:00 AM	0	0	0	0	0	13	3	13	0	0	0	13	4	0	0	6	40	0	0	0	92	336
8:15 AM	0	0	0	0	0	2	0	2	0	0	0	8	8	0	0	8	21	0	0	0	49	344
8:30 AM	0	0	0	0	0	12	0	3	0	0	0	27	5	0	0	5	25	0	0	0	77	360
8:45 AM	0	0	0	0	0	1	1	4	0	0	0	13	5	0	0	9	30	0	0	0	63	281

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	0	0	0	84	24	120	0	0	0	92	20	0	0	8	220	0	0	0	568
Heavy Trucks	0	0	0			0	0	0			0	8	0			0	0	0			8
Buses																					
Pedestrians		32					0					24					0				56
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

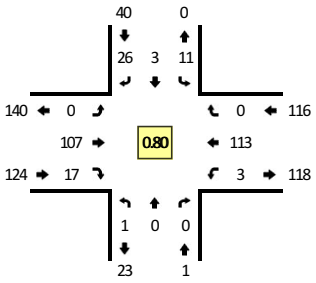
Report generated on 4/10/2026 6:27 AM

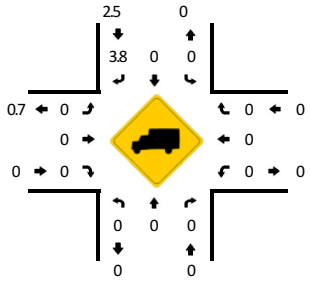
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

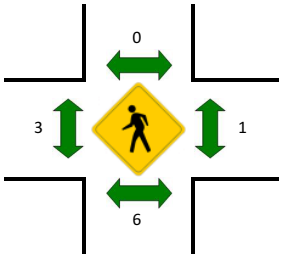
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

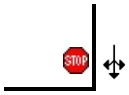
LOCATION: N Knowles Ave -- E Canton Ave | **QC JOB #:** 17545010
CITY/STATE: Winter Park, FL | **DATE:** Tue, Apr 7 2026

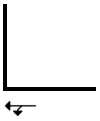
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

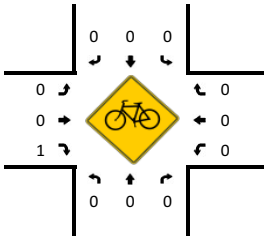


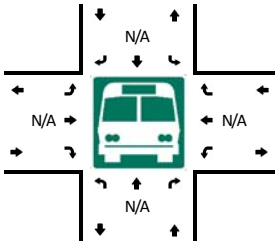


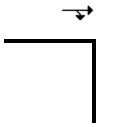




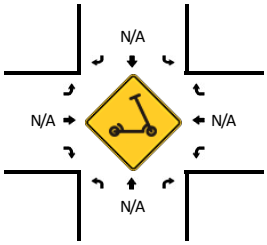












R* = RTOR

15-Min Count Period Beginning At	N Knowles Ave (Northbound)					N Knowles Ave (Southbound)					E Canton Ave (Eastbound)					E Canton Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	0	0	0	0	6	2	2	0	0	0	23	4	1	0	5	14	0	0	0	57	
4:15 PM	0	0	0	0	0	7	0	11	0	0	0	22	6	1	0	5	16	0	0	0	68	
4:30 PM	0	0	0	0	0	4	0	3	0	0	0	32	3	0	0	0	11	0	0	0	53	
4:45 PM	0	0	0	0	0	1	0	6	0	0	0	19	6	0	0	4	21	0	0	0	57	235
5:00 PM	0	0	0	0	0	1	0	3	0	0	0	24	7	0	0	0	28	0	0	0	63	241
5:15 PM	0	0	0	0	0	3	1	5	0	0	0	35	4	0	0	0	40	0	0	0	88	261
5:30 PM	0	0	0	0	0	3	1	10	0	0	0	25	3	0	0	1	21	0	0	0	64	272
5:45 PM	1	0	0	0	0	4	1	8	0	0	0	23	3	0	0	2	24	0	0	0	66	281

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	0	0	0	12	4	20	0	0	0	140	16	0	0	0	160	0	0	0	352
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

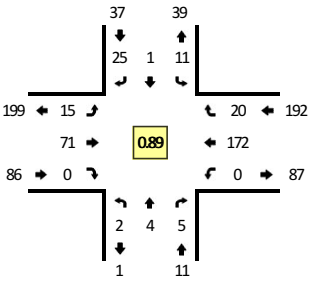
Comments:

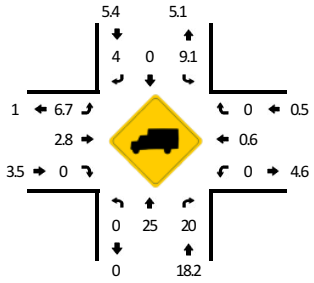
Report generated on 4/10/2026 6:27 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

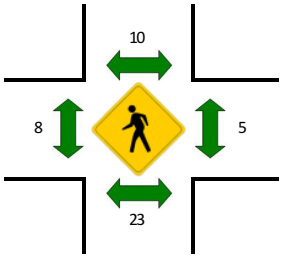
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: S Knowles Ave -- E New England Ave | **QC JOB #:** 17545011
CITY/STATE: Winter Park, FL | **DATE:** Tue, Apr 7 2026

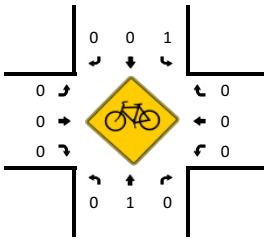
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

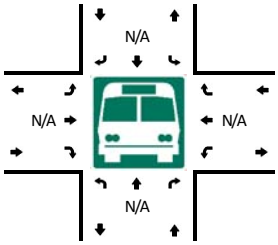




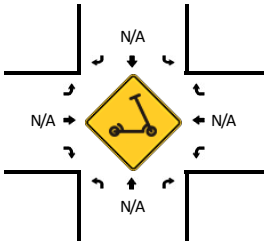












R* = RTOR

15-Min Count Period Beginning At	S Knowles Ave (Northbound)					S Knowles Ave (Southbound)					E New England Ave (Eastbound)					E New England Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	1	1	0	0	0	0	0	1	0	0	2	4	0	0	0	0	9	1	0	0	19	
7:15 AM	4	1	0	0	0	2	0	1	0	0	0	7	0	0	0	0	23	2	0	0	40	
7:30 AM	1	0	0	0	0	0	0	3	0	0	2	12	1	0	0	0	26	1	0	0	46	
7:45 AM	3	0	0	0	0	3	0	1	0	0	1	8	0	0	0	0	40	3	0	0	59	164
8:00 AM	1	0	0	0	0	2	0	7	0	0	2	20	0	0	0	0	36	3	0	0	71	216
8:15 AM	0	0	3	0	0	7	0	6	0	0	5	16	0	0	0	0	50	5	0	0	92	268
8:30 AM	1	2	1	0	0	0	0	3	0	0	1	22	0	0	0	0	36	5	0	0	71	293
8:45 AM	0	2	1	0	0	2	1	9	0	0	7	13	0	0	0	0	50	7	0	0	92	326

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	12	0	0	28	0	24	0	0	20	64	0	0	0	0	200	20	0	0	368
Heavy Trucks	0	0	4			0	0	0			4	0	0			0	4	0			12
Buses																					
Pedestrians		12					4					12					8				36
Bicycles	0	4	0			4	0	0			0	0	0			0	0	0			8
Scooters																					

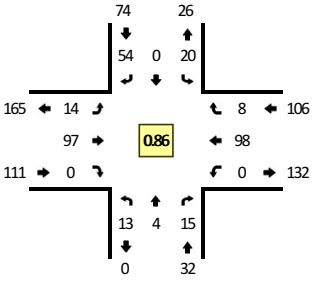
Comments:

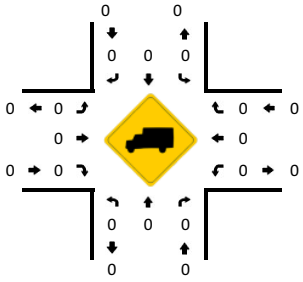
Report generated on 4/10/2026 6:27 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

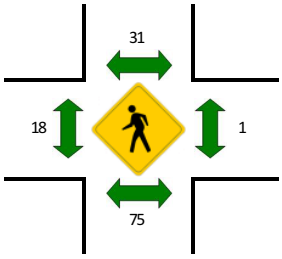
LOCATION: S Knowles Ave -- E New England Ave | **QC JOB #:** 17545012
CITY/STATE: Winter Park, FL | **DATE:** Tue, Apr 7 2026

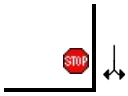
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM

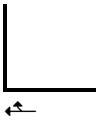


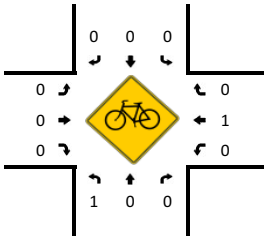


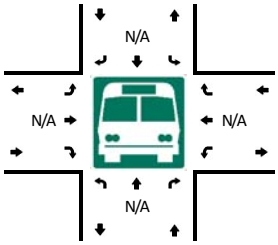
TRUE DATA TO IMPROVE MOBILITY

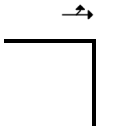


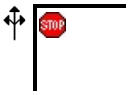


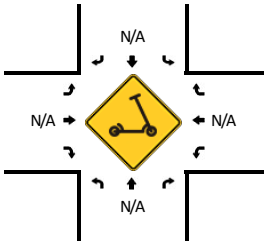












R* = RTOR

15-Min Count Period Beginning At	S Knowles Ave (Northbound)					S Knowles Ave (Southbound)					E New England Ave (Eastbound)					E New England Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	4	0	3	0	0	8	0	12	0	0	1	22	0	0	0	0	27	1	0	0	78	
4:15 PM	4	0	2	0	0	4	0	10	0	0	2	15	0	0	0	0	40	2	0	0	79	
4:30 PM	2	0	2	0	0	10	0	9	0	0	2	20	0	0	0	0	21	1	0	0	67	
4:45 PM	1	1	3	0	0	7	0	10	0	0	3	23	0	0	0	0	23	3	0	0	74	298
5:00 PM	4	0	5	0	0	9	0	19	0	0	1	23	0	0	0	0	27	3	0	0	91	311
5:15 PM	3	3	3	0	0	3	0	17	0	0	4	23	0	0	0	0	29	2	0	0	87	319
5:30 PM	2	1	2	0	0	2	0	9	0	0	1	23	0	0	0	0	10	1	0	0	51	303
5:45 PM	4	0	5	0	0	6	0	9	0	0	8	28	0	0	0	0	32	2	0	0	94	323

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	16	0	20	0	0	24	0	36	0	0	32	112	0	0	0	0	128	8	0	0	376
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		76					20					12					0				108
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 4/10/2026 6:27 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

CITY OF WINTER PARK
Traffic Signal Timings

Designed By:	
Date:	JH
Checked By:	
Date:	4/20/2026

Agency	City of Winter Park	Mile Post		Node	
Sig ID		Controller	Siemens M60	System ID	
Maj. Street	Park Ave	Orientation	N/S	SOP	
Min. Street	Lyman Ave, New England Ave, Morse Blvd, and Canton Ave	Orientation	E/W		

Controller Timings (seconds)

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	9	Notes
Intersection	Park Ave	Lyman Ave	Park Ave	New England Ave	Park Ave	Morse Blvd	Park Ave	Canton Ave		
Direction	NB/SB	EB/WB	NB/SB	EB/WB	NB/SB	EB/WB	NB/SB	EB/WB		
Turn Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive		
Min Green	15	15	15	15	15	15	15	15		
Ext	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Yellow	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		
All Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Max I	30	30	30	30	30	30	30	30		
Max II	30	30	30	30	30	30	30	30		
Walk		7		7		7		7		
Flashing Don't Walk		7		7		7		7		
Min Splits (Calculated)	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5		
Min Splits (Calculated)	20.5	19.5	20.5	20.5	20.5	19.5	20.5	19.5		Including Pedestrian Times
Detector Memory										
Det. Cross Switch.										
Recall	Max	Max	Max	Max	Max	Max	Max	Max		
Delay										
Rest in Walk										
Stop in Walk										
CNA										
Coord Phase										

Posted Speed Limit (mph)										Notes
All Red Distance (ft)										
Grade Slope (%)										
Ped Walk (sec)										
Ped Crossing (ft)										

Time of Day Plan(s)

Plan	Pattern	C-O-S	Splits								Cycle Length	Offset
AM	Split 1										0	
MIDDAY	Split 3										0	
PM	Split 4										0	
Off Peak	Split 7										0	
Special 1	Split 8										0	
WEEKEND	Split 6										0	

Equate Day										Equate Da	Notes
Day Plan 1 (Sunday)	Hour											
	Minute											
	Action											Action
Day Plan 2 (Monday)	Hour											
	Minute											
	Action											Action
Day Plan 4 (Wednesday)	Hour											
	Minute											
	Action											Action
Day Plan 7 (Saturday)	Hour											
	Minute											
	Action											Action

Notes: Pretimed

SIGNAL PHASING SEQUENCE #

1. Coordination Mode =
2. Force Off Mode =
3. Max Mode =
4. Coordinated Phases =
5. Offset Refence Point =

Appendix D: 2026 Existing Condition HCM Reports

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	71	22	21	141	0	0	0	0	48	9	48
Future Vol, veh/h	0	71	22	21	141	0	0	0	0	48	9	48
Conflicting Peds, #/hr	1	0	12	12	0	1	7	0	0	0	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	63	63	63	63	63	63	63	63	63
Heavy Vehicles, %	0	3	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	113	35	33	224	0	0	0	0	76	14	76

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	160	0	0	-	433	-	403	450	231
Stage 1	-	-	-	-	-	-	-	142	-	290	290	-
Stage 2	-	-	-	-	-	-	-	290	-	113	160	-
Critical Hdwy	-	-	-	4.1	-	-	-	6.5	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.5	-	6.1	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	-	4	-	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1432	-	0	0	519	0	561	507	813
Stage 1	0	-	-	-	-	0	0	783	0	722	676	-
Stage 2	0	-	-	-	-	0	0	676	0	897	770	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1416	-	-	-	499	-	546	488	808
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	499	-	546	488	-
Stage 1	-	-	-	-	-	-	-	774	-	702	657	-
Stage 2	-	-	-	-	-	-	-	657	-	897	761	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.99	0	12.7
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	-	233	-	634
HCM Lane V/C Ratio	-	-	-	0.024	-	0.263
HCM Ctrl Dly (s/v)	0	-	-	7.6	0	12.7
HCM Lane LOS	A	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	-	0.1	-	1.1

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	11	26	7	7	4	58	195	7	1	221	52
Future Vol, veh/h	7	11	26	7	7	4	58	195	7	1	221	52
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	8	13	30	8	8	5	67	227	8	1	257	60
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.4	8.5	10.1	9.9
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	16%	39%	0%
Vol Thru, %	75%	25%	39%	81%
Vol Right, %	3%	59%	22%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	260	44	18	274
LT Vol	58	7	7	1
Through Vol	195	11	7	221
RT Vol	7	26	4	52
Lane Flow Rate	302	51	21	319
Geometry Grp	1	1	1	1
Degree of Util (X)	0.372	0.07	0.031	0.379
Departure Headway (Hd)	4.435	4.946	5.263	4.287
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	813	722	678	841
Service Time	2.458	2.988	3.309	2.31
HCM Lane V/C Ratio	0.371	0.071	0.031	0.379
HCM Control Delay, s/veh	10.1	8.4	8.5	9.9
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	1.7	0.2	0.1	1.8

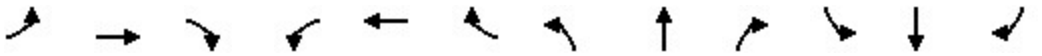
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	48	20	23	112	0	8	0	3	0	10	14
Future Vol, veh/h	3	48	20	23	112	0	8	0	3	0	10	14
Conflicting Peds, #/hr	10	0	8	8	0	10	17	0	6	6	0	17
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	73	30	35	170	0	12	0	5	0	15	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	180	0	0	111	0	0	369	354	102	337	370	197
Stage 1	-	-	-	-	-	-	105	105	-	249	249	-
Stage 2	-	-	-	-	-	-	264	249	-	88	120	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1408	-	-	1491	-	-	591	574	959	620	563	850
Stage 1	-	-	-	-	-	-	906	812	-	759	704	-
Stage 2	-	-	-	-	-	-	746	704	-	925	800	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1395	-	-	1480	-	-	531	548	946	590	537	828
Mov Cap-2 Maneuver	-	-	-	-	-	-	531	548	-	590	537	-
Stage 1	-	-	-	-	-	-	896	803	-	732	679	-
Stage 2	-	-	-	-	-	-	681	679	-	912	791	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.32	1.28	11.14	10.63
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	603	72	-	-	307	-	-	676
HCM Lane V/C Ratio	0.028	0.003	-	-	0.024	-	-	0.054
HCM Ctrl Dly (s/v)	11.1	7.6	0	-	7.5	0	-	10.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	56	36	16	93	25	10	67	16	8	82	19
Future Volume (veh/h)	24	56	36	16	93	25	10	67	16	8	82	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.97	0.96		0.95	0.96		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1885	1900	1900	1870	1900
Adj Flow Rate, veh/h	32	74	27	21	122	32	13	88	16	11	108	17
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	0	0	2	0
Cap, veh/h	195	426	139	112	548	133	106	586	99	88	615	91
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	294	1043	341	110	1343	325	96	1435	243	57	1506	223
Grp Volume(v), veh/h	133	0	0	175	0	0	117	0	0	136	0	0
Grp Sat Flow(s),veh/h/ln	1678	0	0	1778	0	0	1774	0	0	1786	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.8	0.0	0.0	3.8	0.0	0.0	2.4	0.0	0.0	2.9	0.0	0.0
Prop In Lane	0.24		0.20	0.12		0.18	0.11		0.14	0.08		0.12
Lane Grp Cap(c), veh/h	760	0	0	793	0	0	791	0	0	794	0	0
V/C Ratio(X)	0.18	0.00	0.00	0.22	0.00	0.00	0.15	0.00	0.00	0.17	0.00	0.00
Avail Cap(c_a), veh/h	760	0	0	793	0	0	791	0	0	794	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.3	0.0	0.0	11.6	0.0	0.0	11.2	0.0	0.0	11.4	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.6	0.0	0.0	0.4	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	1.5	0.0	0.0	1.0	0.0	0.0	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.8	0.0	0.0	12.3	0.0	0.0	11.6	0.0	0.0	11.8	0.0	0.0
LnGrp LOS	B			B			B			B		
Approach Vol, veh/h		133			175			117			136	
Approach Delay, s/veh		11.8			12.3			11.6			11.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.0		30.0		30.0		30.0				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		24.5		24.5		24.5		24.5				
Max Q Clear Time (g_c+I1), s		4.4		4.8		4.9		5.8				
Green Ext Time (p_c), s		0.8		0.9		0.9		1.3				

Intersection Summary												
HCM 7th Control Delay, s/veh			11.9									
HCM 7th LOS			B									

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	108	56	17	82	22	62	98	9	17	133	63
Future Vol, veh/h	44	108	56	17	82	22	62	98	9	17	133	63
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	0	5	0	0	0	10	2	0	0	1	0
Mvmt Flow	51	124	64	20	94	25	71	113	10	20	153	72
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.9	9.8	10.9	10.8
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	37%	21%	14%	8%
Vol Thru, %	58%	52%	68%	62%
Vol Right, %	5%	27%	18%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	169	208	121	213
LT Vol	62	44	17	17
Through Vol	98	108	82	133
RT Vol	9	56	22	63
Lane Flow Rate	194	239	139	245
Geometry Grp	1	1	1	1
Degree of Util (X)	0.297	0.344	0.208	0.345
Departure Headway (Hd)	5.508	5.186	5.386	5.078
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	653	693	666	708
Service Time	3.541	3.219	3.422	3.108
HCM Lane V/C Ratio	0.297	0.345	0.209	0.346
HCM Control Delay, s/veh	10.9	10.9	9.8	10.8
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	1.2	1.5	0.8	1.5

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	71	0	0	172	20	2	4	5	12	0	25
Future Vol, veh/h	15	71	0	0	172	20	2	4	5	12	0	25
Conflicting Peds, #/hr	10	0	23	23	0	10	8	0	5	5	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	7	3	0	0	1	0	0	25	20	9	0	4
Mvmt Flow	17	80	0	0	193	22	2	4	6	13	0	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	226	0	-	-	-	0	315	339	85	335	328	222
Stage 1	-	-	-	-	-	-	113	113	-	214	214	-
Stage 2	-	-	-	-	-	-	201	226	-	121	113	-
Critical Hdwy	4.17	-	-	-	-	-	7.1	6.75	6.4	7.19	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.75	-	6.19	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.75	-	6.19	5.5	-
Follow-up Hdwy	2.263	-	-	-	-	-	3.5	4.225	3.48	3.581	4	3.336
Pot Cap-1 Maneuver	1314	-	0	0	-	-	642	547	927	605	594	812
Stage 1	-	-	0	0	-	-	896	759	-	772	729	-
Stage 2	-	-	0	0	-	-	805	676	-	867	805	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1301	-	-	-	-	-	606	534	922	580	580	798
Mov Cap-2 Maneuver	-	-	-	-	-	-	606	534	-	580	580	-
Stage 1	-	-	-	-	-	-	884	749	-	765	722	-
Stage 2	-	-	-	-	-	-	771	670	-	841	795	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.36	0	10.4	10.37
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	679	314	-	-	-	711
HCM Lane V/C Ratio	0.018	0.013	-	-	-	0.058
HCM Ctrl Dly (s/v)	10.4	7.8	0	-	-	10.4
HCM Lane LOS	B	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	107	17	3	113	0	0	0	0	11	3	26
Future Vol, veh/h	0	107	17	3	113	0	0	0	0	11	3	26
Conflicting Peds, #/hr	0	0	6	6	0	0	3	0	1	1	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	4
Mvmt Flow	0	134	21	4	141	0	0	0	0	14	4	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	161	0	0	-	299	-	284	310	144
Stage 1	-	-	-	-	-	-	-	150	-	149	149	-
Stage 2	-	-	-	-	-	-	-	149	-	135	161	-
Critical Hdwy	-	-	-	4.1	-	-	-	6.5	-	7.1	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.5	-	6.1	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	-	4	-	3.5	4	3.336
Pot Cap-1 Maneuver	0	-	-	1430	-	0	0	616	0	673	608	898
Stage 1	0	-	-	-	-	0	0	777	0	859	778	-
Stage 2	0	-	-	-	-	0	0	778	0	873	769	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1422	-	-	-	611	-	670	603	895
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	611	-	670	603	-
Stage 1	-	-	-	-	-	-	-	772	-	856	776	-
Stage 2	-	-	-	-	-	-	-	776	-	873	764	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.19	0	9.84
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	-	47	-	793
HCM Lane V/C Ratio	-	-	-	0.003	-	0.063
HCM Ctrl Dly (s/v)	0	-	-	7.5	0	9.8
HCM Lane LOS	A	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-	0.2

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	4	64	2	4	1	56	232	4	2	157	32
Future Vol, veh/h	45	4	64	2	4	1	56	232	4	2	157	32
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	58	5	83	3	5	1	73	301	5	3	204	42
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.4	8.7	12	9.9
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	40%	29%	1%
Vol Thru, %	79%	4%	57%	82%
Vol Right, %	1%	57%	14%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	292	113	7	191
LT Vol	56	45	2	2
Through Vol	232	4	4	157
RT Vol	4	64	1	32
Lane Flow Rate	379	147	9	248
Geometry Grp	1	1	1	1
Degree of Util (X)	0.485	0.206	0.014	0.319
Departure Headway (Hd)	4.607	5.055	5.52	4.627
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	777	704	641	771
Service Time	2.657	3.124	3.614	2.682
HCM Lane V/C Ratio	0.488	0.209	0.014	0.322
HCM Control Delay, s/veh	12	9.4	8.7	9.9
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	2.7	0.8	0	1.4

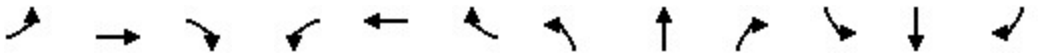
Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	6	85	26	14	80	0	22	0	18	4	9	32
Future Vol, veh/h	6	85	26	14	80	0	22	0	18	4	9	32
Conflicting Peds, #/hr	22	0	17	17	0	22	29	0	5	5	0	29
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	3
Mvmt Flow	7	102	31	17	96	0	27	0	22	5	11	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	118	0	0	151	0	0	314	302	140	274	317	147
Stage 1	-	-	-	-	-	-	150	150	-	152	152	-
Stage 2	-	-	-	-	-	-	165	152	-	122	165	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.327
Pot Cap-1 Maneuver	1482	-	-	1443	-	-	642	614	913	683	602	897
Stage 1	-	-	-	-	-	-	858	777	-	855	775	-
Stage 2	-	-	-	-	-	-	842	775	-	887	765	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1451	-	-	1419	-	-	566	581	894	637	570	854
Mov Cap-2 Maneuver	-	-	-	-	-	-	566	581	-	637	570	-
Stage 1	-	-	-	-	-	-	839	761	-	827	750	-
Stage 2	-	-	-	-	-	-	761	750	-	857	749	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.38	1.13	10.72	10.13
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	678	88	-	-	268	-	-	756
HCM Lane V/C Ratio	0.071	0.005	-	-	0.012	-	-	0.072
HCM Ctrl Dly (s/v)	10.7	7.5	0	-	7.6	0	-	10.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	84	29	15	88	31	21	100	13	12	76	21
Future Volume (veh/h)	37	84	29	15	88	31	21	100	13	12	76	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.97		0.95	0.97		0.93	0.85		0.80	0.86		0.80
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1885	1856	1900	1900	1900	1826	1885	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	87	21	15	91	32	22	103	10	12	78	12
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	1	3	0	0	0	5	1	0	0	0	0
Cap, veh/h	208	447	97	104	510	165	138	577	52	109	582	83
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	324	1095	239	91	1250	405	168	1414	127	102	1425	204
Grp Volume(v), veh/h	146	0	0	138	0	0	135	0	0	102	0	0
Grp Sat Flow(s),veh/h/ln	1658	0	0	1746	0	0	1709	0	0	1731	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.1	0.0	0.0	3.0	0.0	0.0	2.8	0.0	0.0	2.1	0.0	0.0
Prop In Lane	0.26		0.14	0.11		0.23	0.16		0.07	0.12		0.12
Lane Grp Cap(c), veh/h	753	0	0	780	0	0	767	0	0	774	0	0
V/C Ratio(X)	0.19	0.00	0.00	0.18	0.00	0.00	0.18	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	753	0	0	780	0	0	767	0	0	774	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.4	0.0	0.0	11.4	0.0	0.0	11.3	0.0	0.0	11.1	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	1.2	0.0	0.0	1.2	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.0	0.0	0.0	11.9	0.0	0.0	11.8	0.0	0.0	11.5	0.0	0.0
LnGrp LOS	B			B			B			B		
Approach Vol, veh/h		146			138			135			102	
Approach Delay, s/veh		12.0			11.9			11.8			11.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	30.0	30.0	30.0	30.0
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	24.5	24.5	24.5	24.5
Max Q Clear Time (g_c+I1), s	4.8	5.1	4.1	5.0
Green Ext Time (p_c), s	1.0	1.1	0.7	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	11.8
HCM 7th LOS	B

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	82	139	61	24	109	18	65	152	19	15	112	65
Future Vol, veh/h	82	139	61	24	109	18	65	152	19	15	112	65
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	1	8	0	1	0	8	1	0	0	1	0
Mvmt Flow	87	148	65	26	116	19	69	162	20	16	119	69
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	12.8	10.6	12.4	10.9
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	29%	16%	8%
Vol Thru, %	64%	49%	72%	58%
Vol Right, %	8%	22%	12%	34%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	236	282	151	192
LT Vol	65	82	24	15
Through Vol	152	139	109	112
RT Vol	19	61	18	65
Lane Flow Rate	251	300	161	204
Geometry Grp	1	1	1	1
Degree of Util (X)	0.396	0.449	0.253	0.309
Departure Headway (Hd)	5.673	5.389	5.66	5.442
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	633	666	631	658
Service Time	3.728	3.443	3.722	3.501
HCM Lane V/C Ratio	0.397	0.45	0.255	0.31
HCM Control Delay, s/veh	12.4	12.8	10.6	10.9
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.9	2.3	1	1.3

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	97	0	0	98	8	13	4	15	20	0	54
Future Vol, veh/h	14	97	0	0	98	8	13	4	15	20	0	54
Conflicting Peds, #/hr	31	0	75	75	0	31	18	0	1	1	0	18
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	16	113	0	0	114	9	15	5	17	23	0	63

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	154	0	-	-	-	0	277	300	114	298	295	168
Stage 1	-	-	-	-	-	-	145	145	-	150	150	-
Stage 2	-	-	-	-	-	-	132	154	-	149	145	-
Critical Hdwy	4.1	-	-	-	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1438	-	0	0	-	-	679	616	944	658	620	882
Stage 1	-	-	0	0	-	-	862	781	-	858	777	-
Stage 2	-	-	0	0	-	-	876	774	-	859	781	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1396	-	-	-	-	-	610	590	943	614	594	841
Mov Cap-2 Maneuver	-	-	-	-	-	-	610	590	-	614	594	-
Stage 1	-	-	-	-	-	-	851	771	-	832	754	-
Stage 2	-	-	-	-	-	-	797	751	-	827	771	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.96	0	10.22	10.31
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	727	227	-	-	-	764
HCM Lane V/C Ratio	0.051	0.012	-	-	-	0.113
HCM Ctrl Dly (s/v)	10.2	7.6	0	-	-	10.3
HCM Lane LOS	B	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	-	0.4

Appendix E: Trip Generation Resources

Land Use: 215
Single-Family Attached Housing

Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space. This land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

Additional Data

The sites were surveyed in the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Georgia, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Utah, and Wisconsin.

Source Numbers

357, 390, 418, 525, 571, 583, 638, 868, 869, 870, 896, 912, 959, 1009, 1046, 1056, 1058, 1077

Single-Family Attached Housing
(215)

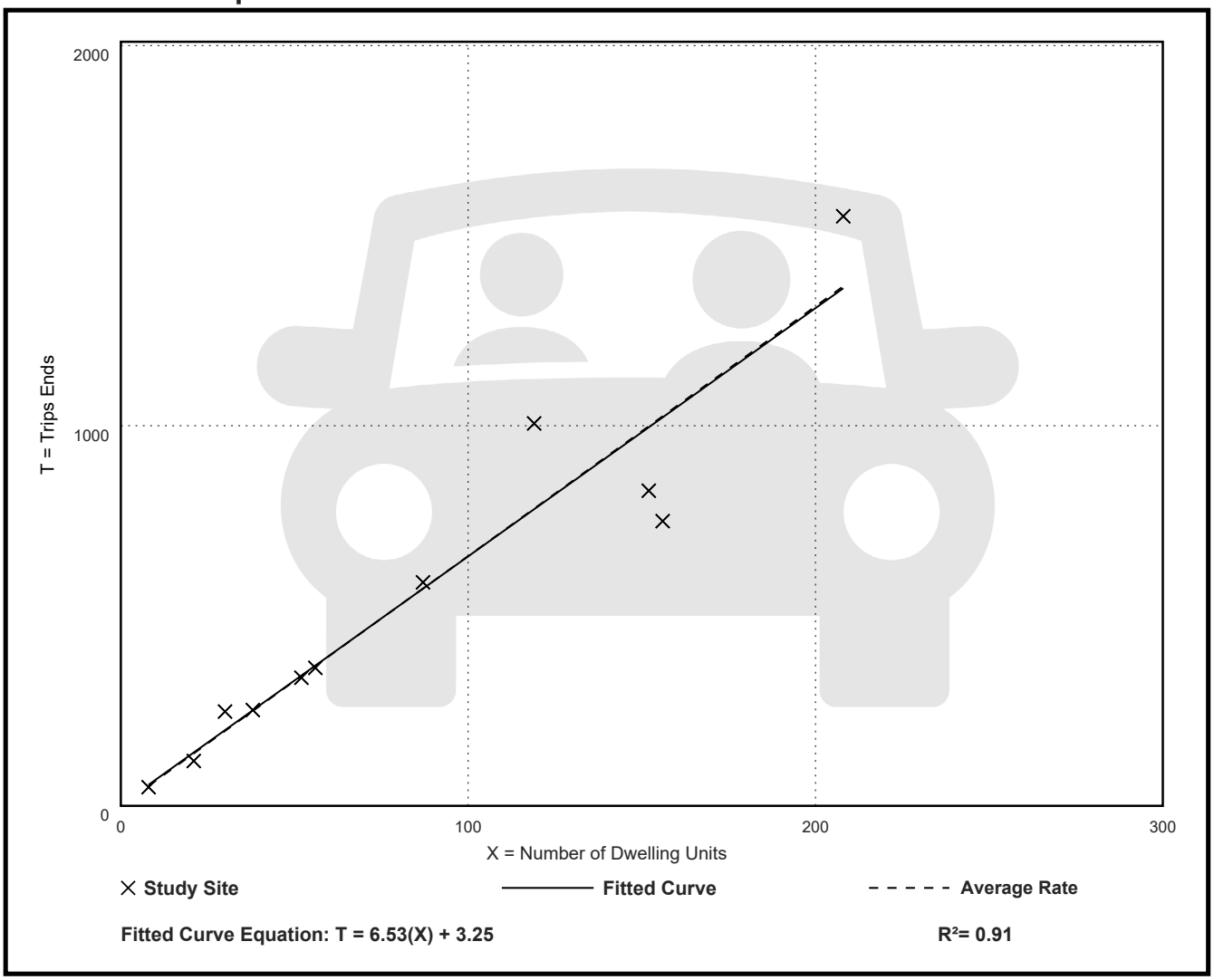
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 11
Avg. Num. of Dwelling Units: 84
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.57	4.80 - 8.45	1.28

Data Plot and Equation



Fitted Curve Equation: T = 6.53(X) + 3.25

R^2= 0.91

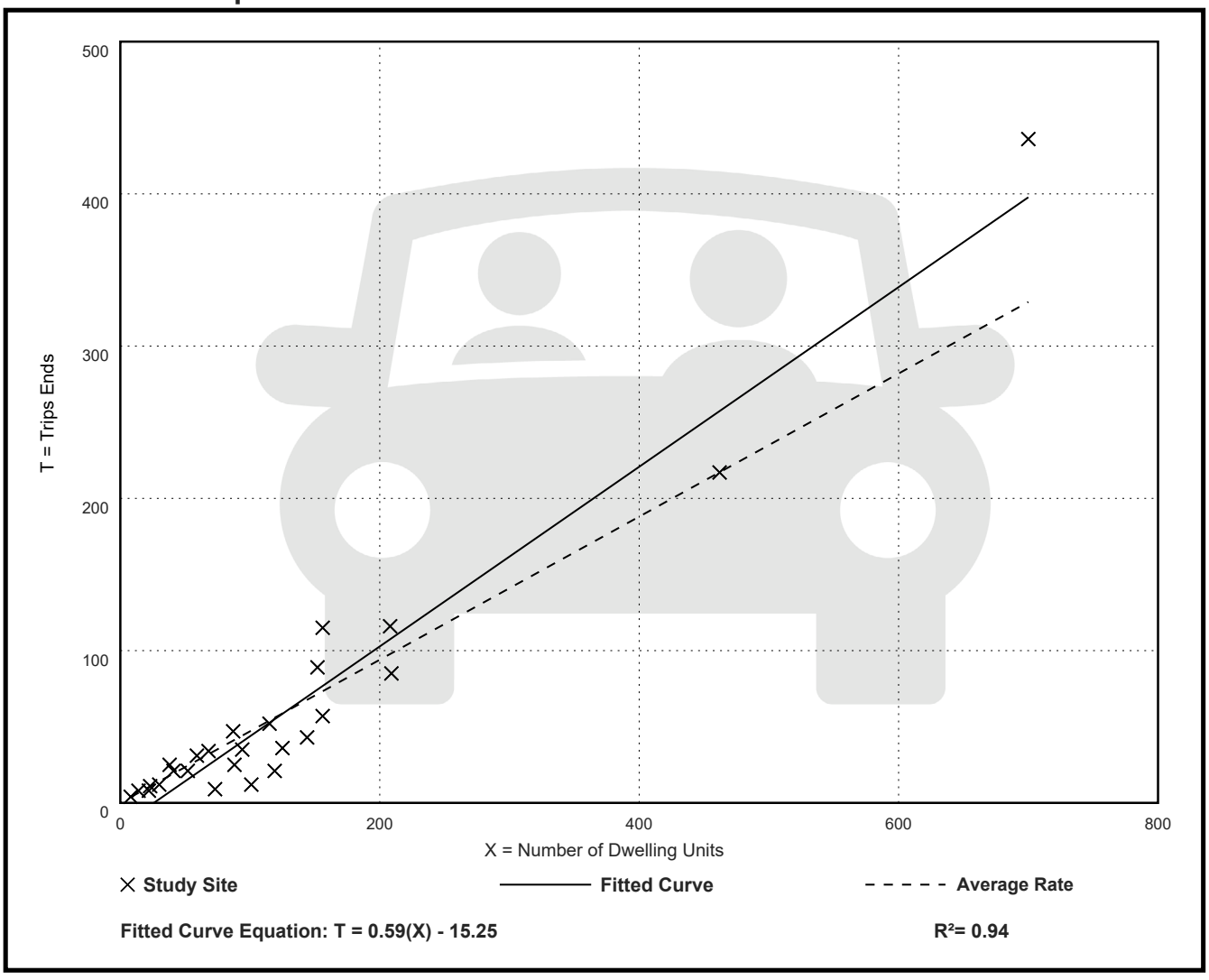
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	26
Avg. Num. of Dwelling Units:	129
Directional Distribution:	25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.47	0.12 - 0.74	0.16

Data Plot and Equation



Fitted Curve Equation: T = 0.59(X) - 15.25

R^2= 0.94

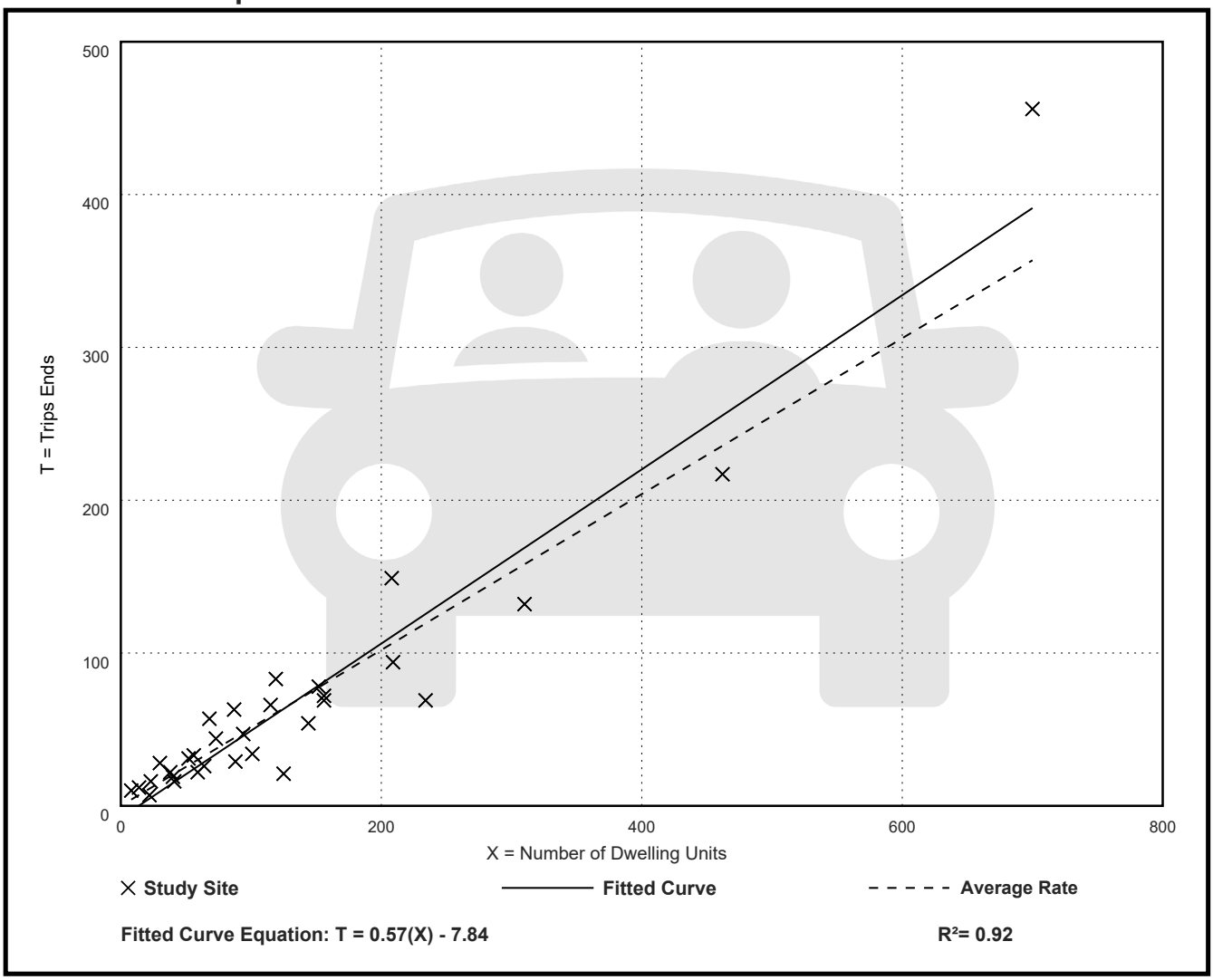
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	31
Avg. Num. of Dwelling Units:	131
Directional Distribution:	57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.17 - 1.25	0.16

Data Plot and Equation



Fitted Curve Equation: T = 0.57(X) - 7.84

R^2= 0.92

Single-Family Attached Housing
(215)

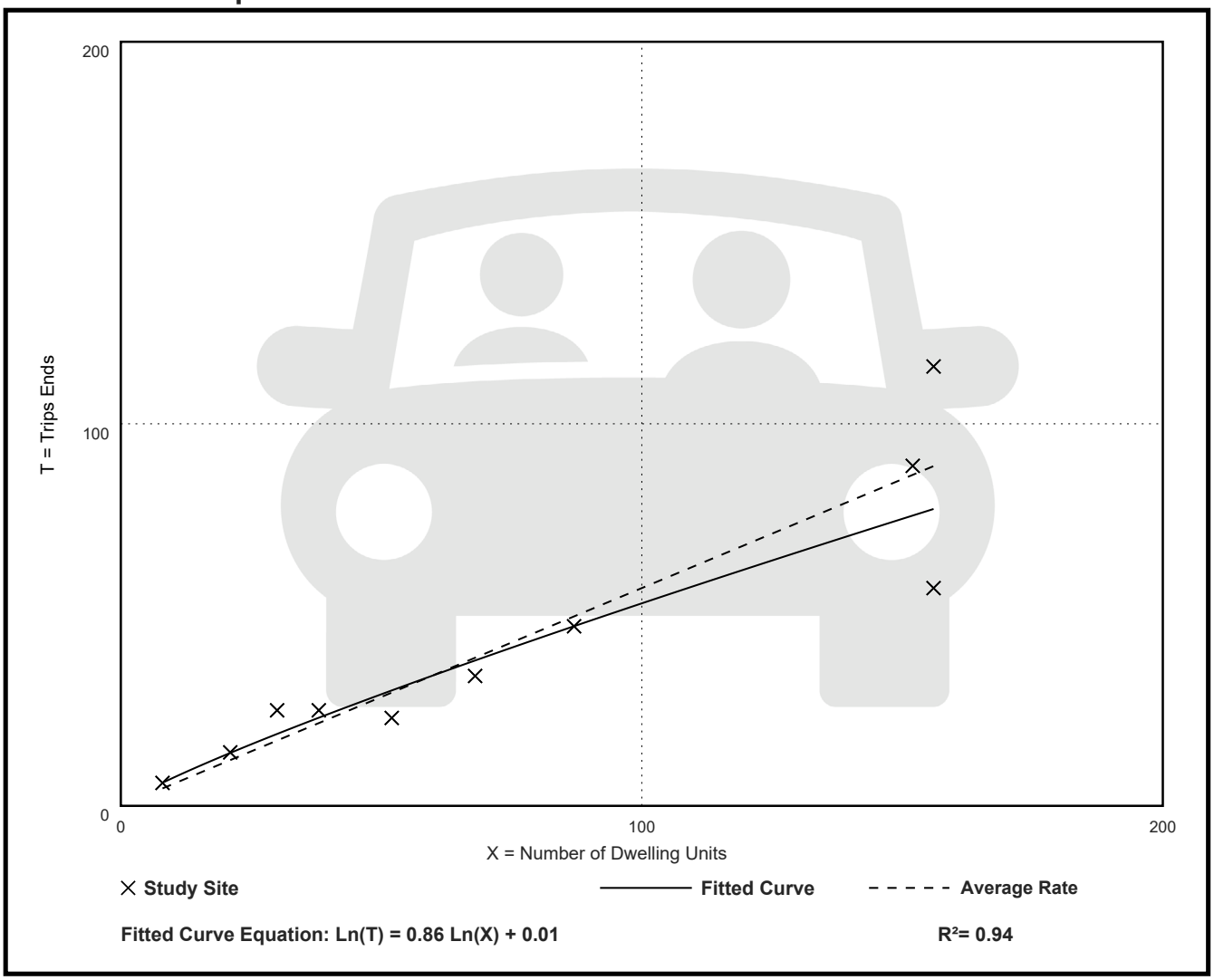
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 10
Avg. Num. of Dwelling Units: 77
Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.37 - 0.83	0.15

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.86 Ln(X) + 0.01

R^2= 0.94

Single-Family Attached Housing
(215)

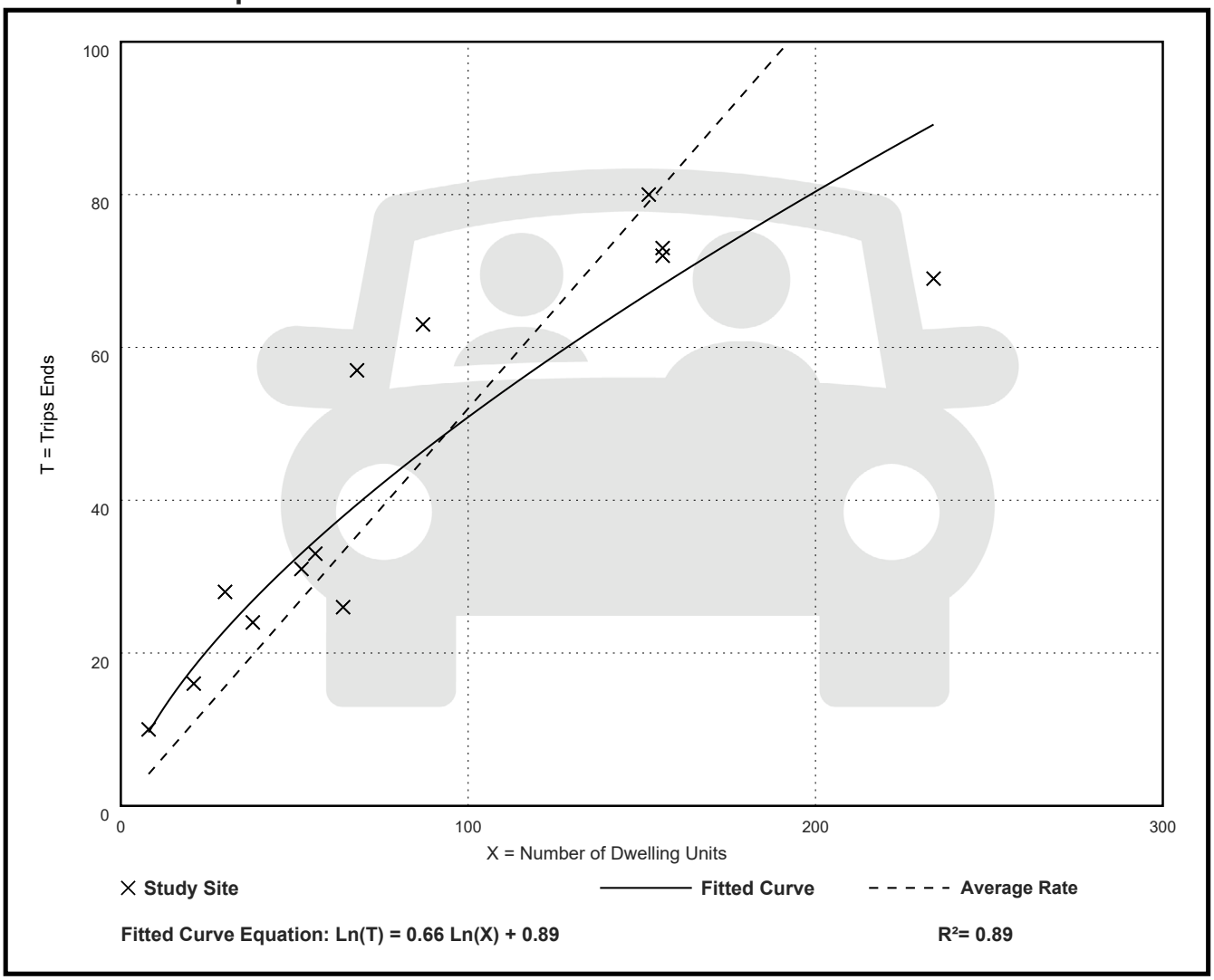
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 13
Avg. Num. of Dwelling Units: 86
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.52	0.29 - 1.25	0.19

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.66 Ln(X) + 0.89

R^2= 0.89

Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Saturday, Peak Hour of Generator**

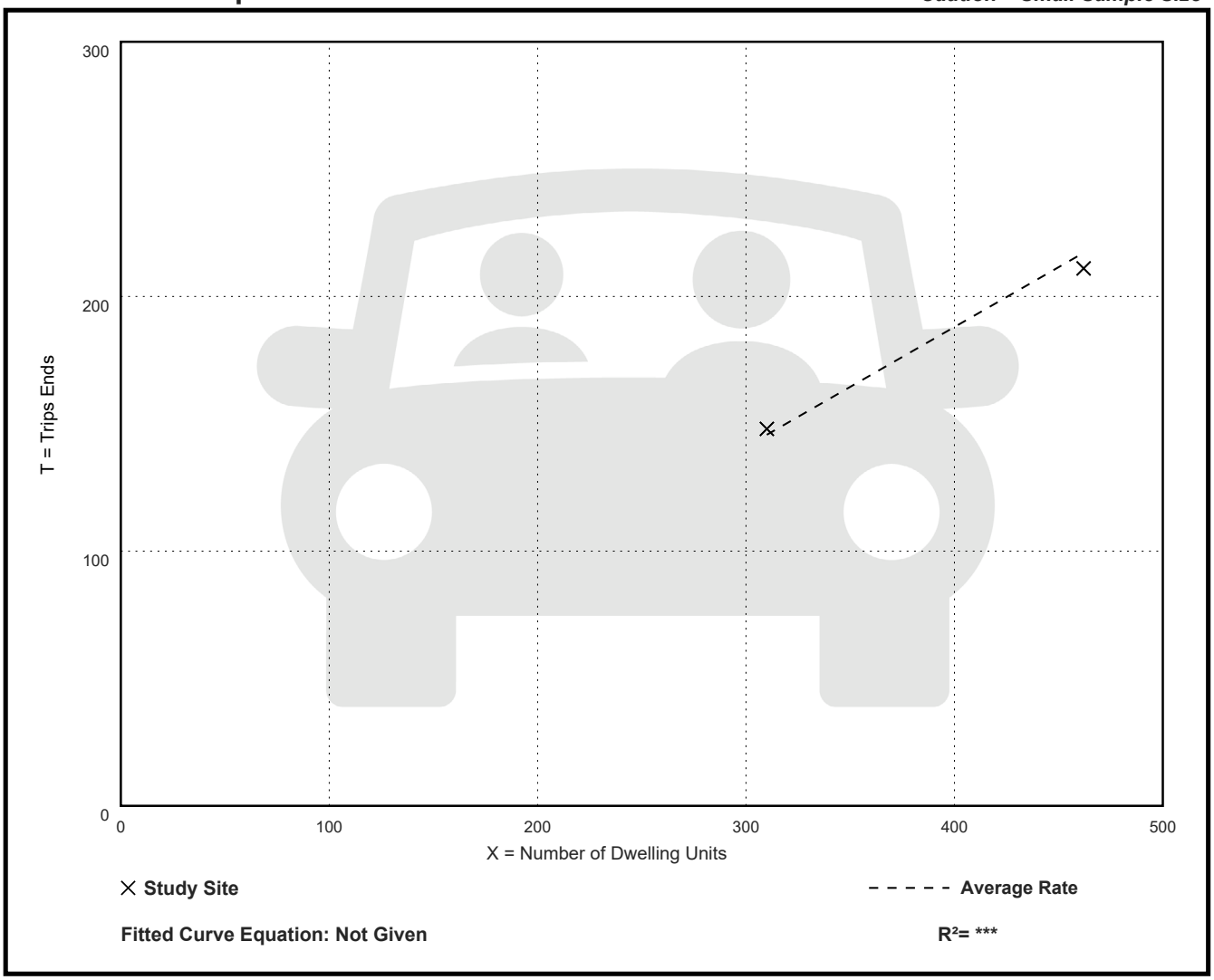
Setting/Location: **General Urban/Suburban**
Number of Studies: 2
Avg. Num. of Dwelling Units: 386
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.47	0.46 - 0.48	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: **Residents**
On a: **Weekday**

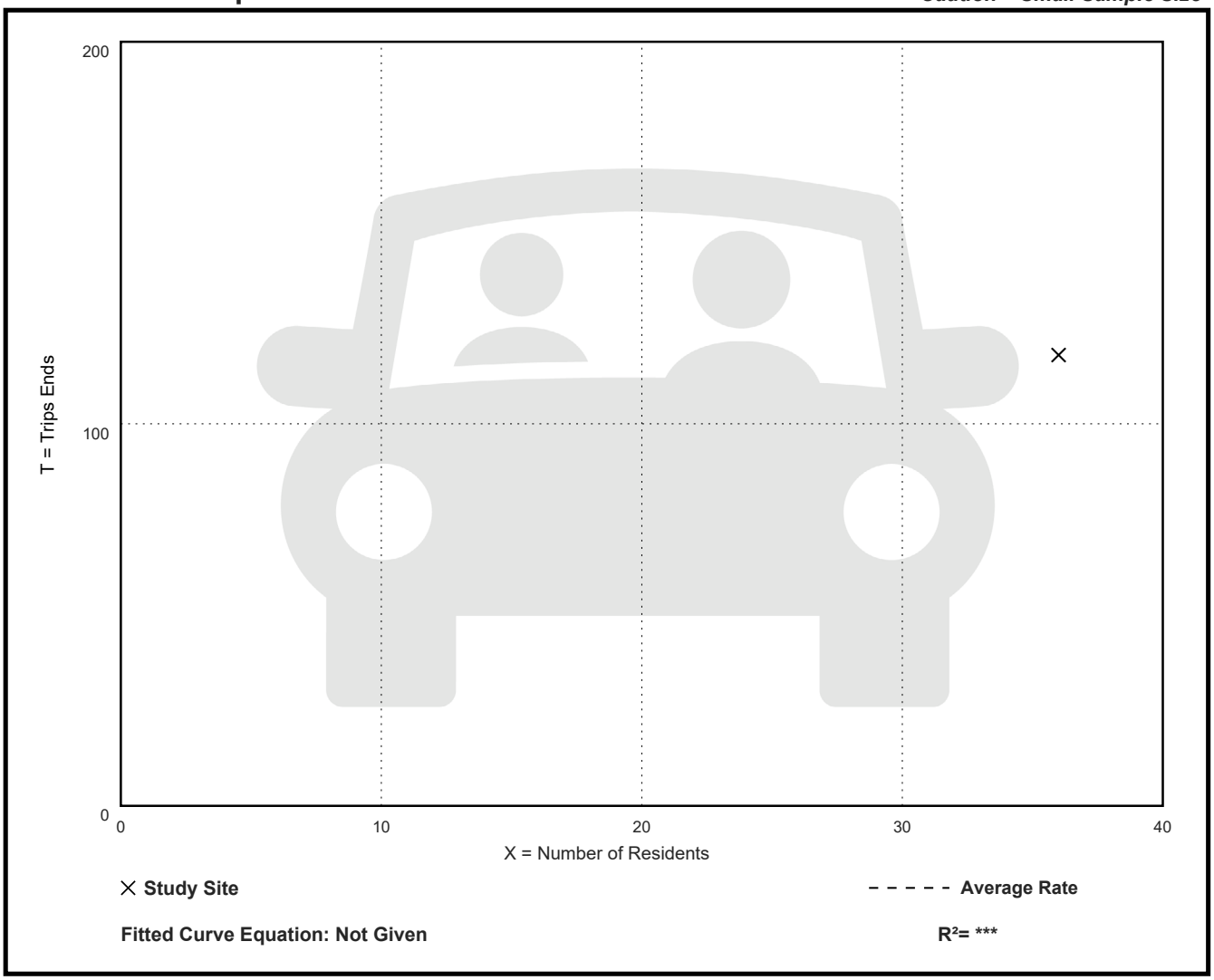
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. Num. of Residents: 36
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
3.28	3.28 - 3.28	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: **Residents**
On a: **Weekday,**
AM Peak Hour of Generator

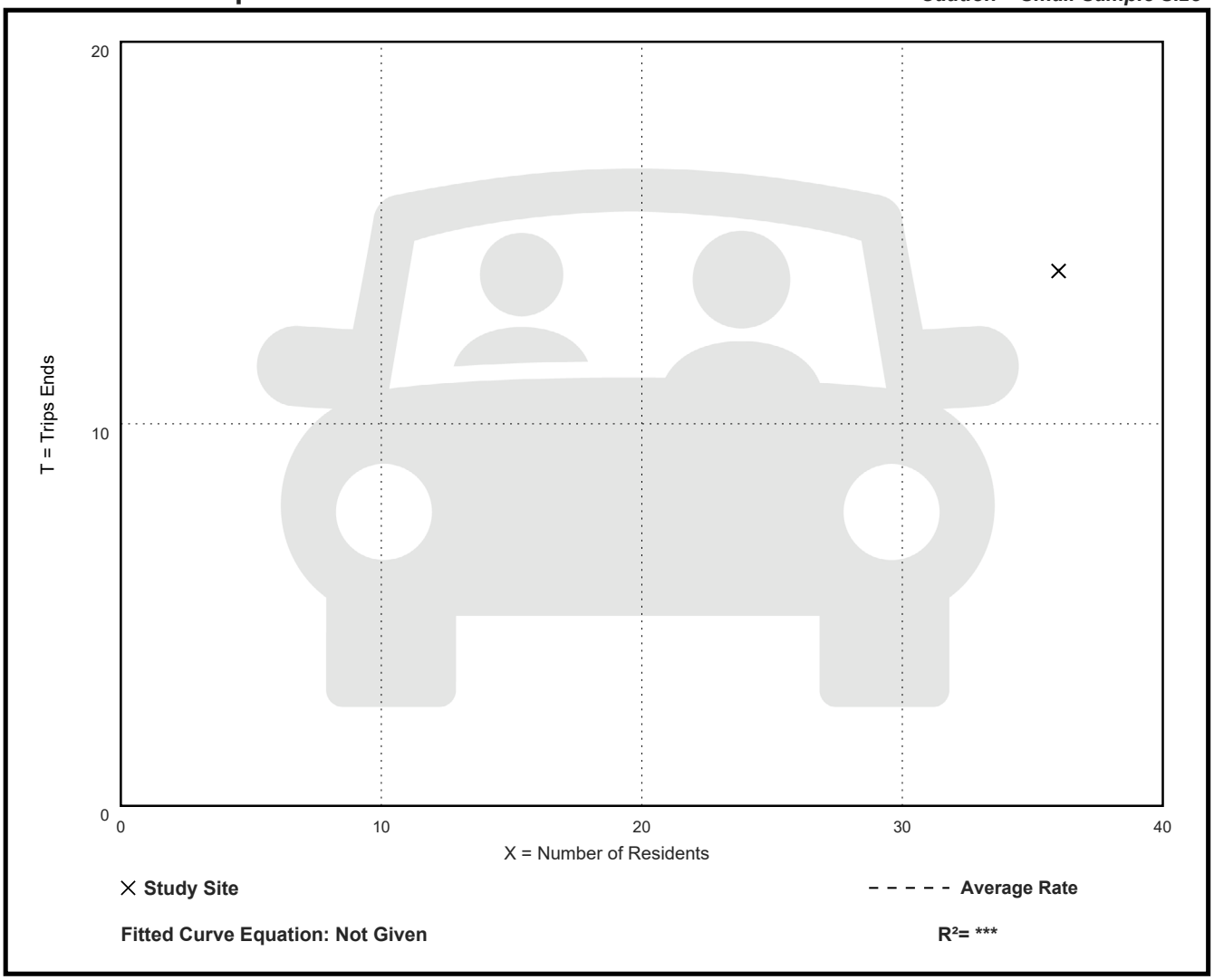
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. Num. of Residents: 36
Directional Distribution: Not Available

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.39	0.39 - 0.39	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: **Residents**
On a: **Weekday,**
PM Peak Hour of Generator

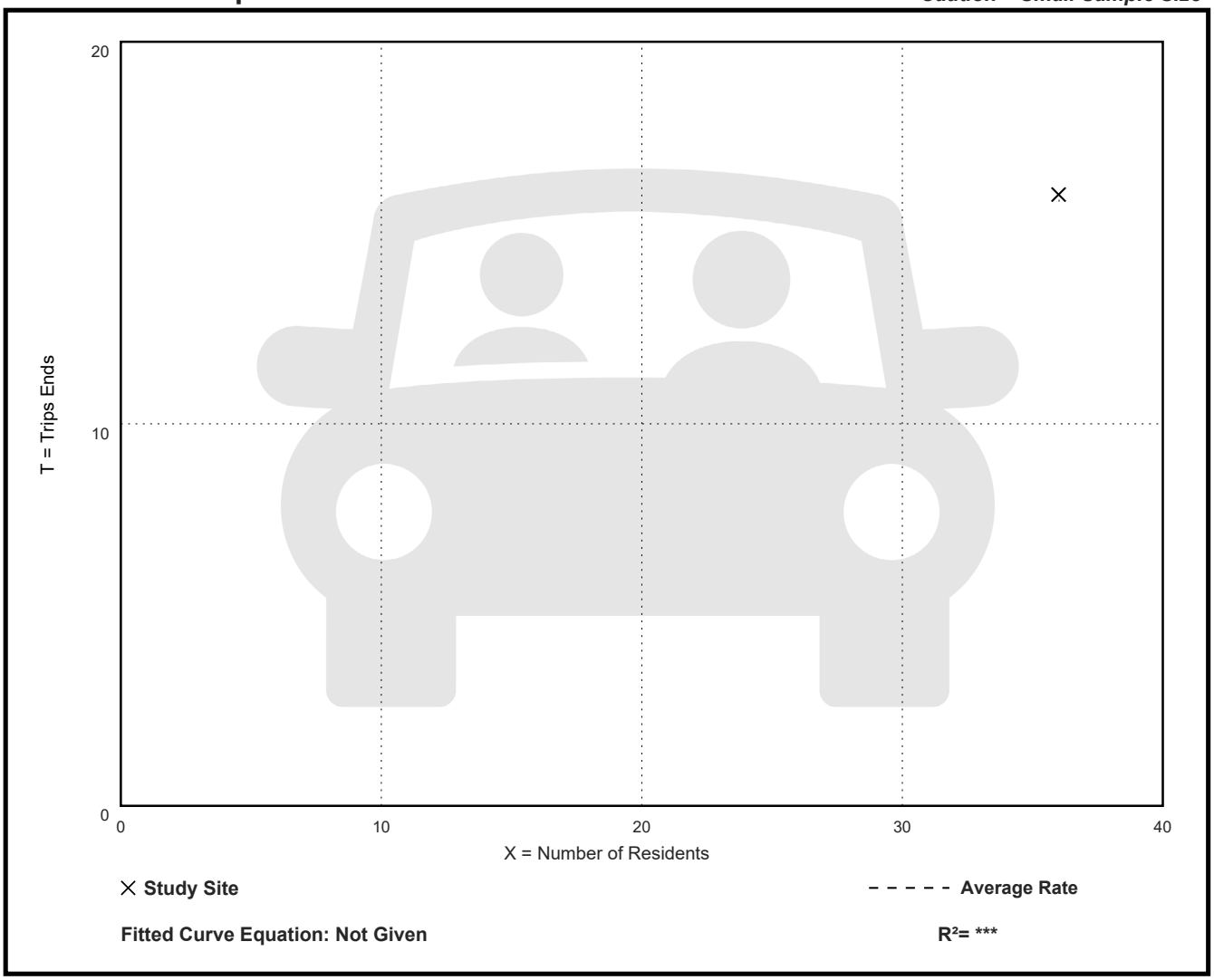
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. Num. of Residents: 36
Directional Distribution: Not Available

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.44	0.44 - 0.44	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

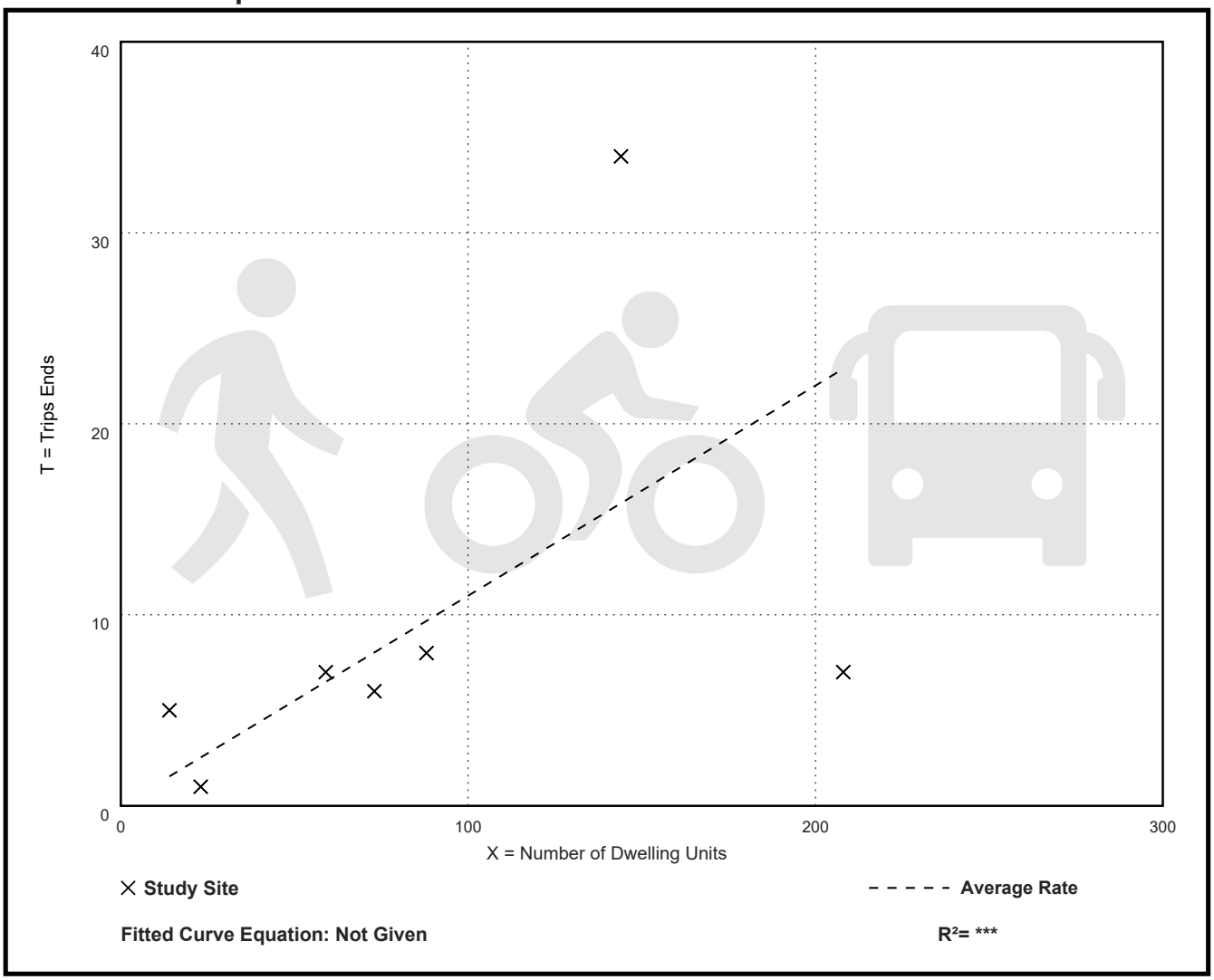
Single-Family Attached Housing
(215)

Walk+Bike+Transit Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 7
Avg. Num. of Dwelling Units: 87
Directional Distribution: 25% entering, 75% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.11	0.03 - 0.36	0.09

Data Plot and Equation



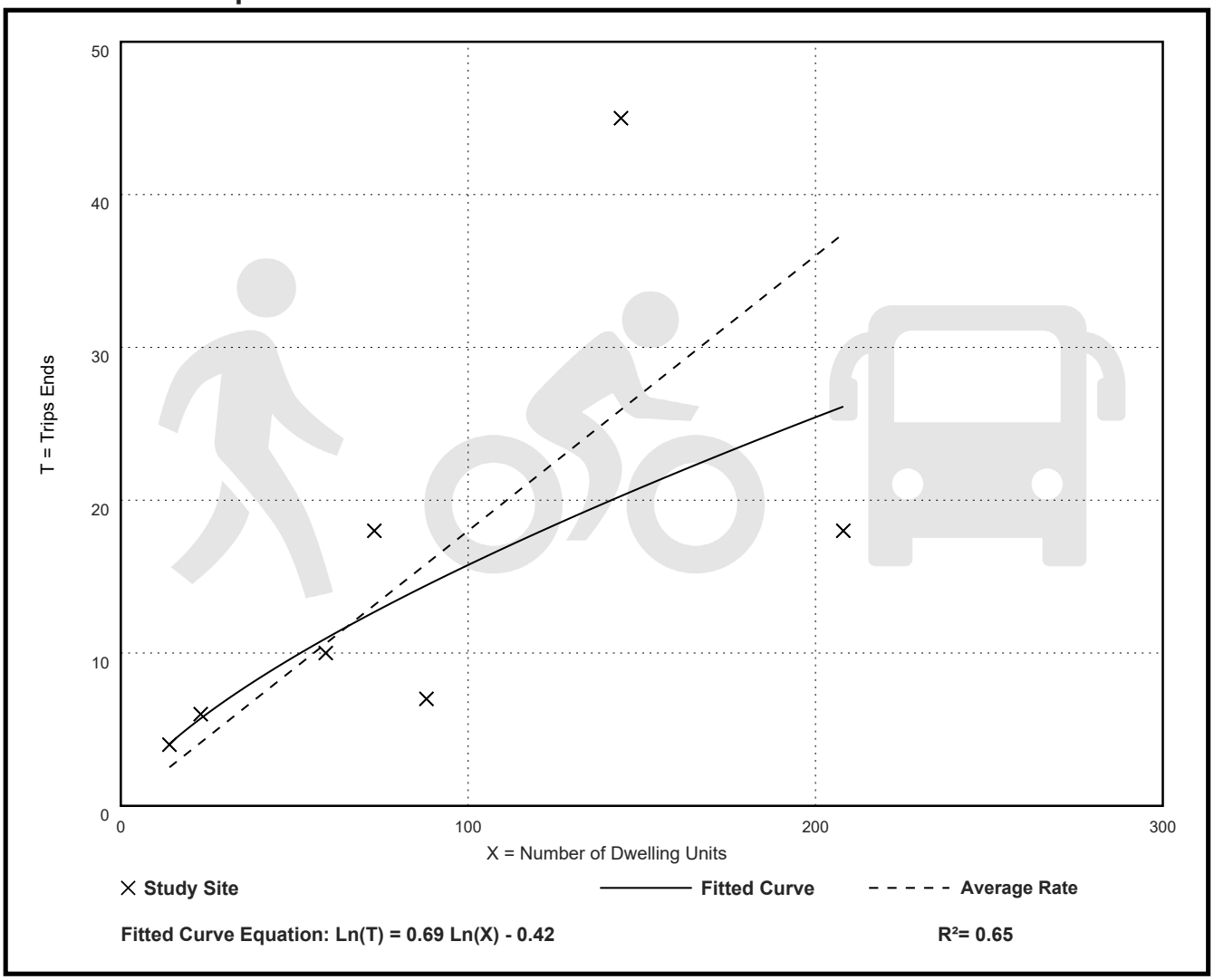
Single-Family Attached Housing
(215)

Walk+Bike+Transit Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	7
Avg. Num. of Dwelling Units:	87
Directional Distribution:	62% entering, 38% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.18	0.08 - 0.31	0.11

Data Plot and Equation



Land Use: 561
Synagogue

Description

A synagogue is a building in which public worship services are held. A synagogue may also house a sanctuary, meeting rooms, classrooms, and, occasionally, dining, catering, or event facilities.

Additional Data

One study reported trip counts taken during the Yom Kippur holiday (source 571). The 30,000-square foot site had 20 employees and 1,040 family members. The numbers of vehicle trips are presented below and are excluded from the data plots:

- 446 during the weekday, AM peak hour of adjacent street traffic
- 308 during the weekday, PM peak hour of adjacent street traffic
- 871 during the weekday, AM peak hour of the generator
- 772 during the weekday, PM peak hour of the generator

The sites were surveyed in the 2000s and the 2010s in New York and Pennsylvania.

Source Numbers

571, 902

Synagogue
(561)

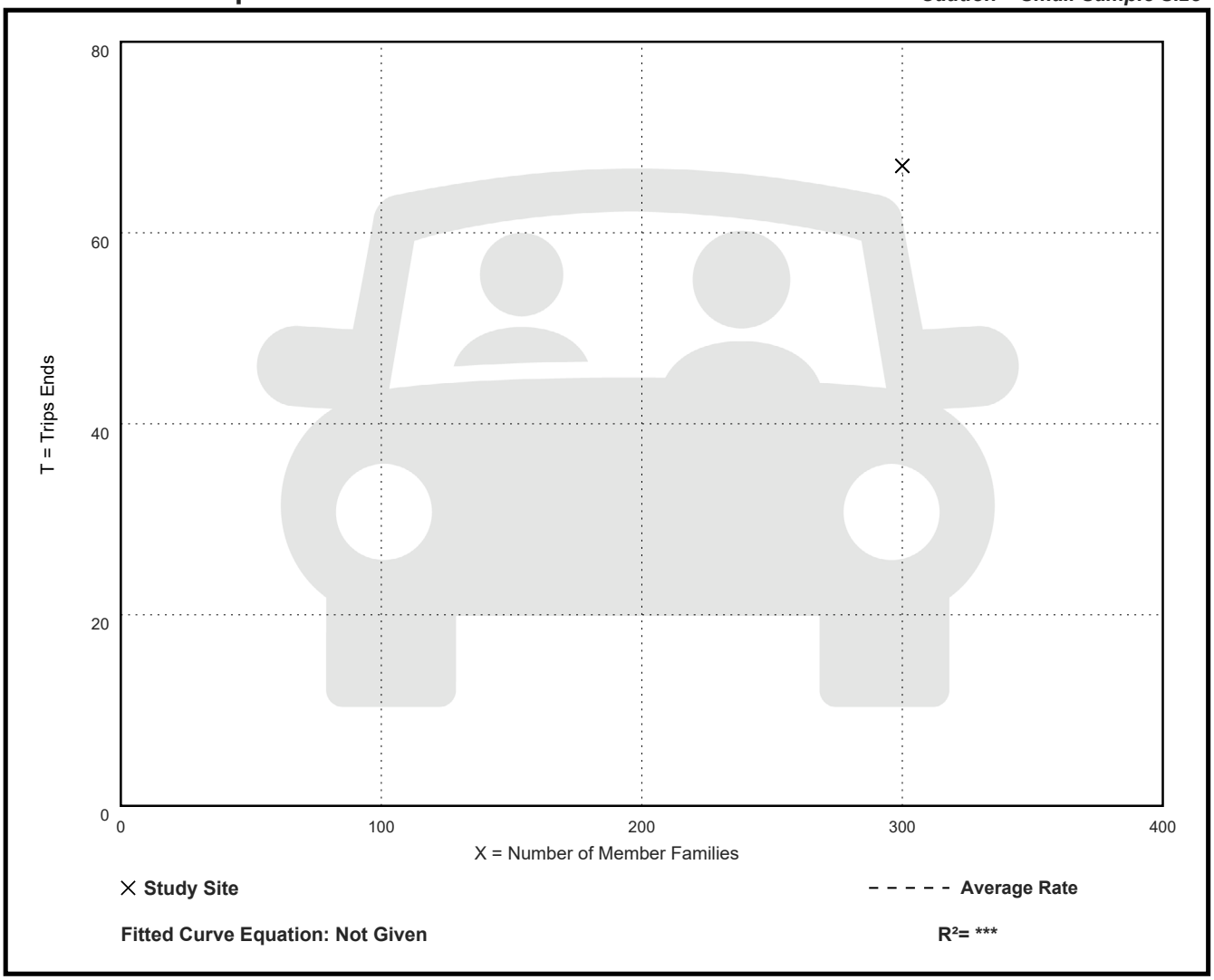
Vehicle Trip Ends vs: **Member Families**
On a: **Friday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. Num. of Member Families: 300
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Member Family

Average Rate	Range of Rates	Standard Deviation
0.22	0.22 - 0.22	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Synagogue
(561)

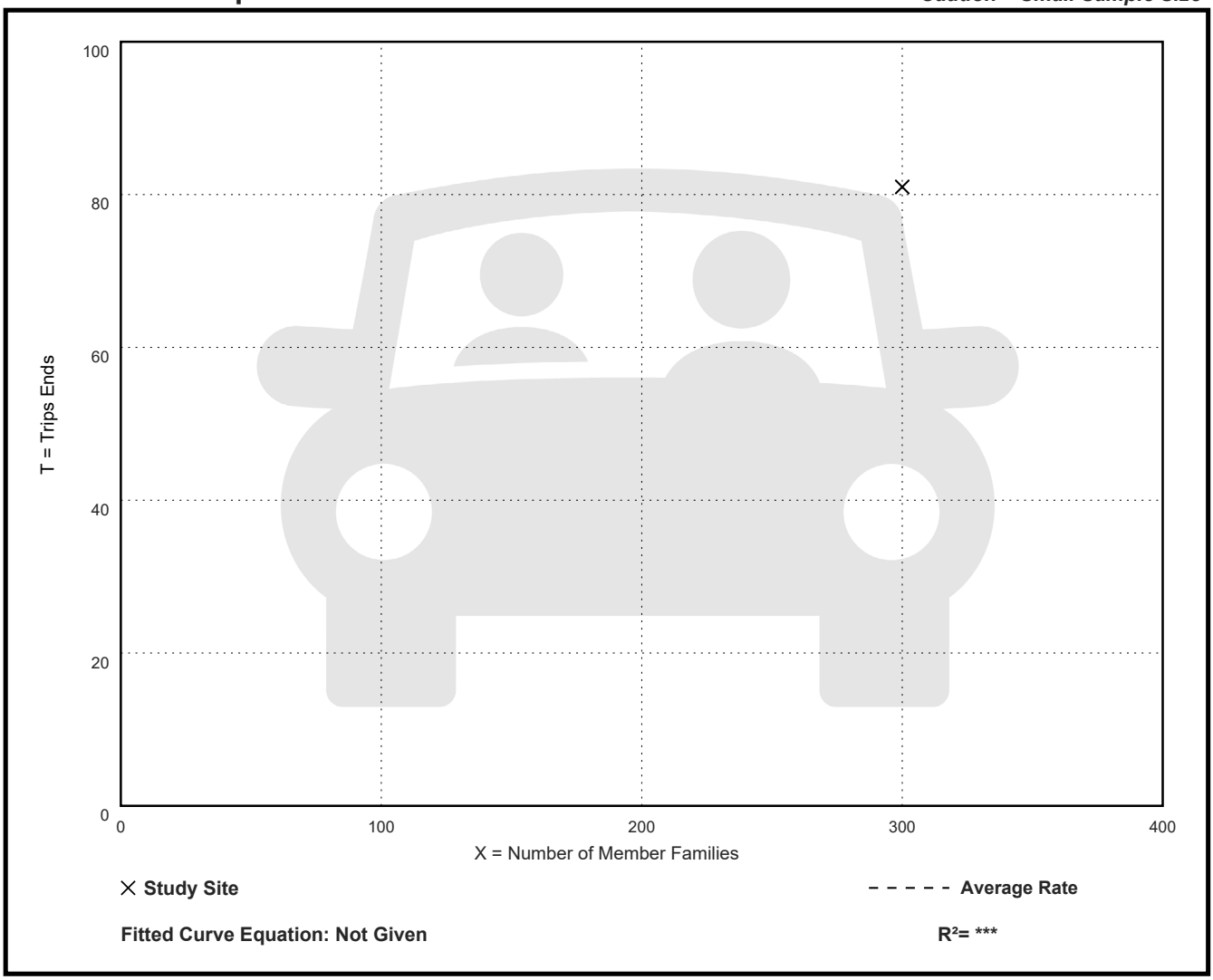
Vehicle Trip Ends vs: **Member Families**
On a: **Friday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. Num. of Member Families: 300
Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Member Family

Average Rate	Range of Rates	Standard Deviation
0.27	0.27 - 0.27	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Synagogue
(561)

Vehicle Trip Ends vs: **Family Members**
On a: **Saturday, Peak Hour of Generator**

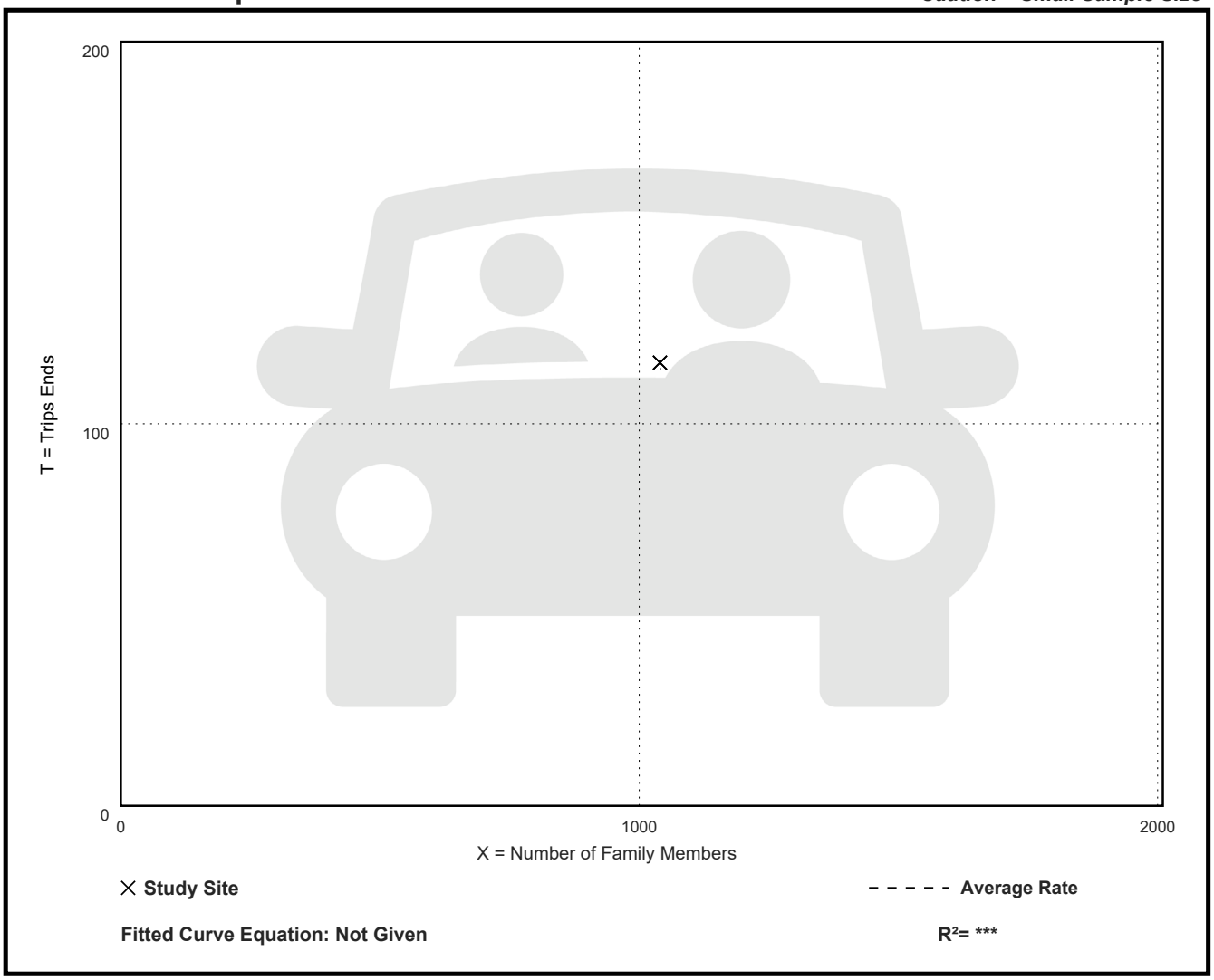
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. Num. of Family Members: 1040
Directional Distribution: 42% entering, 58% exiting

Vehicle Trip Generation per Family Member

Average Rate	Range of Rates	Standard Deviation
0.11	0.11 - 0.11	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Synagogue
(561)

Vehicle Trip Ends vs: **Family Members**
On a: **Sunday, Peak Hour of Generator**

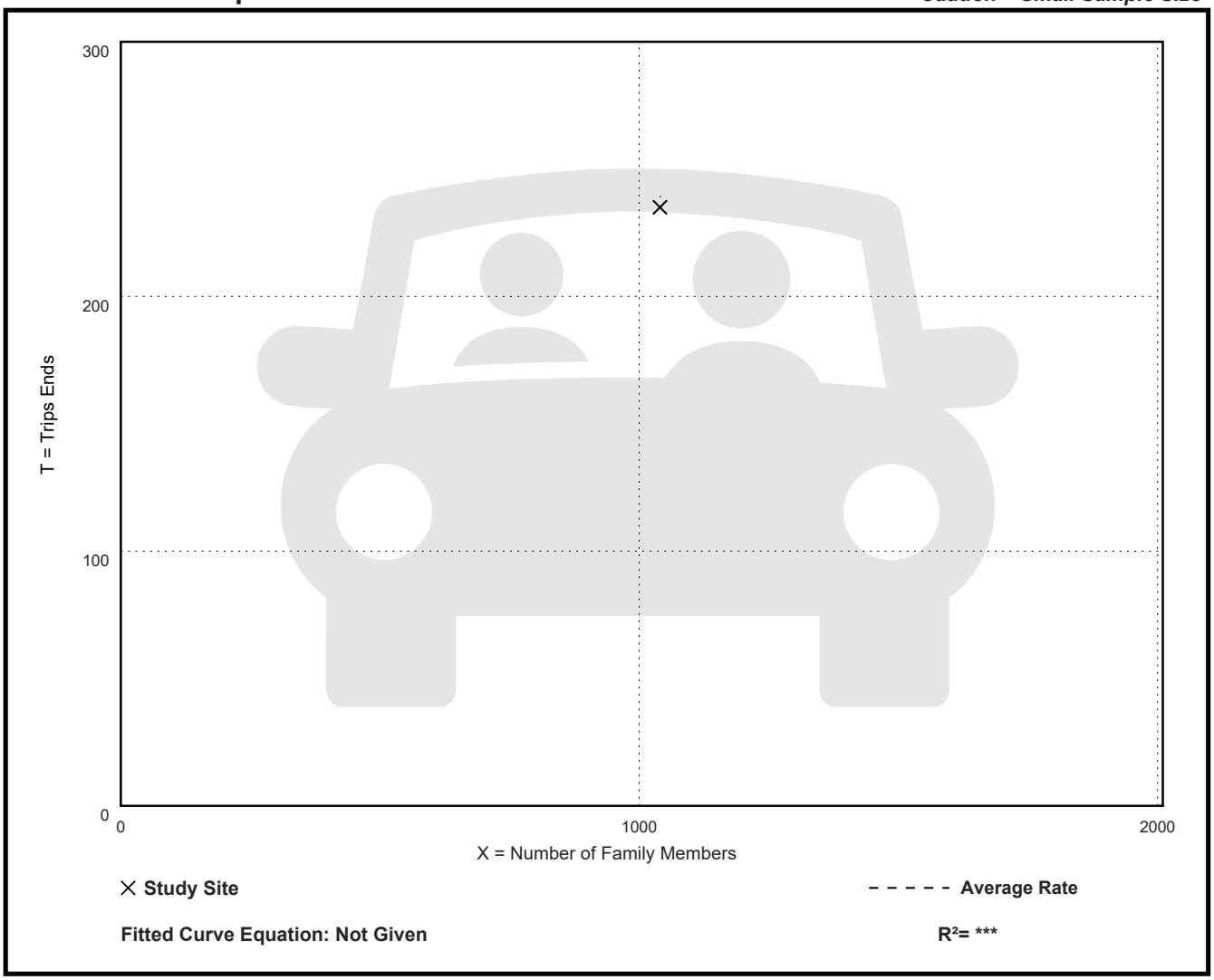
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. Num. of Family Members: 1040
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per Family Member

Average Rate	Range of Rates	Standard Deviation
0.23	0.23 - 0.23	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Synagogue
(561)

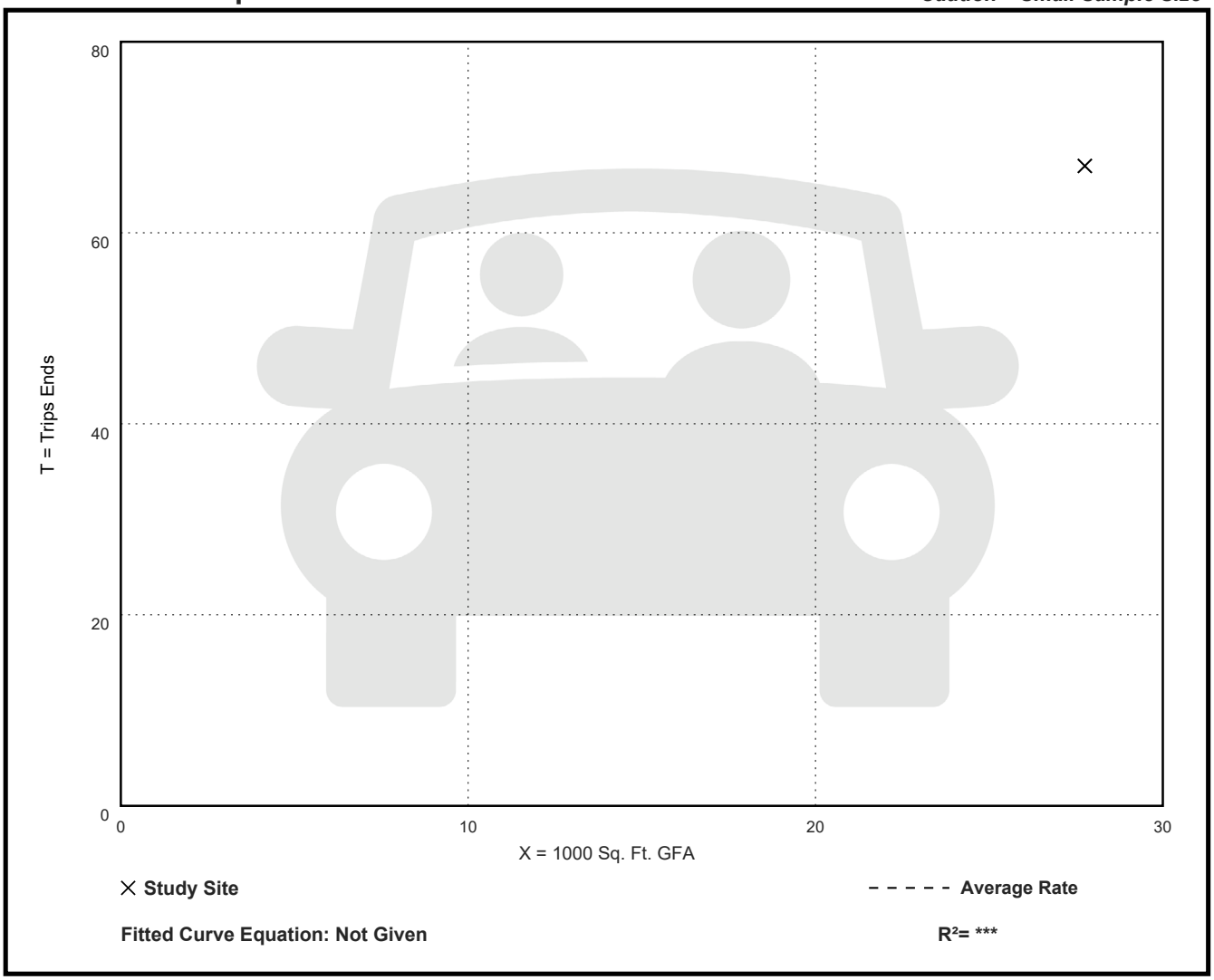
Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Friday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	1
Avg. 1000 Sq. Ft. GFA:	28
Directional Distribution:	63% entering, 37% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.41	2.41 - 2.41	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

Synagogue
(561)

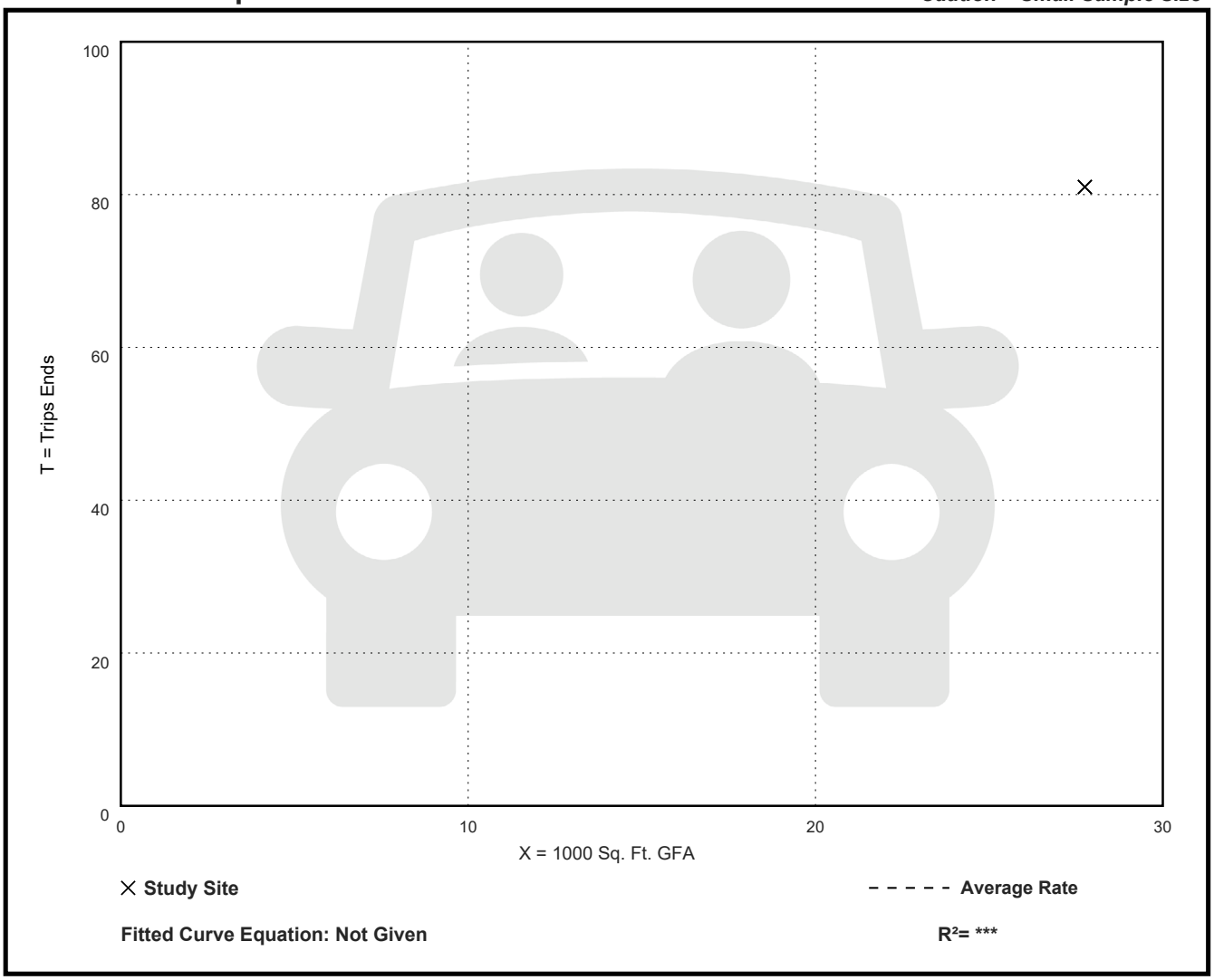
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Friday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 28
Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.92	2.92 - 2.92	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Synagogue
(561)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Saturday, Peak Hour of Generator**

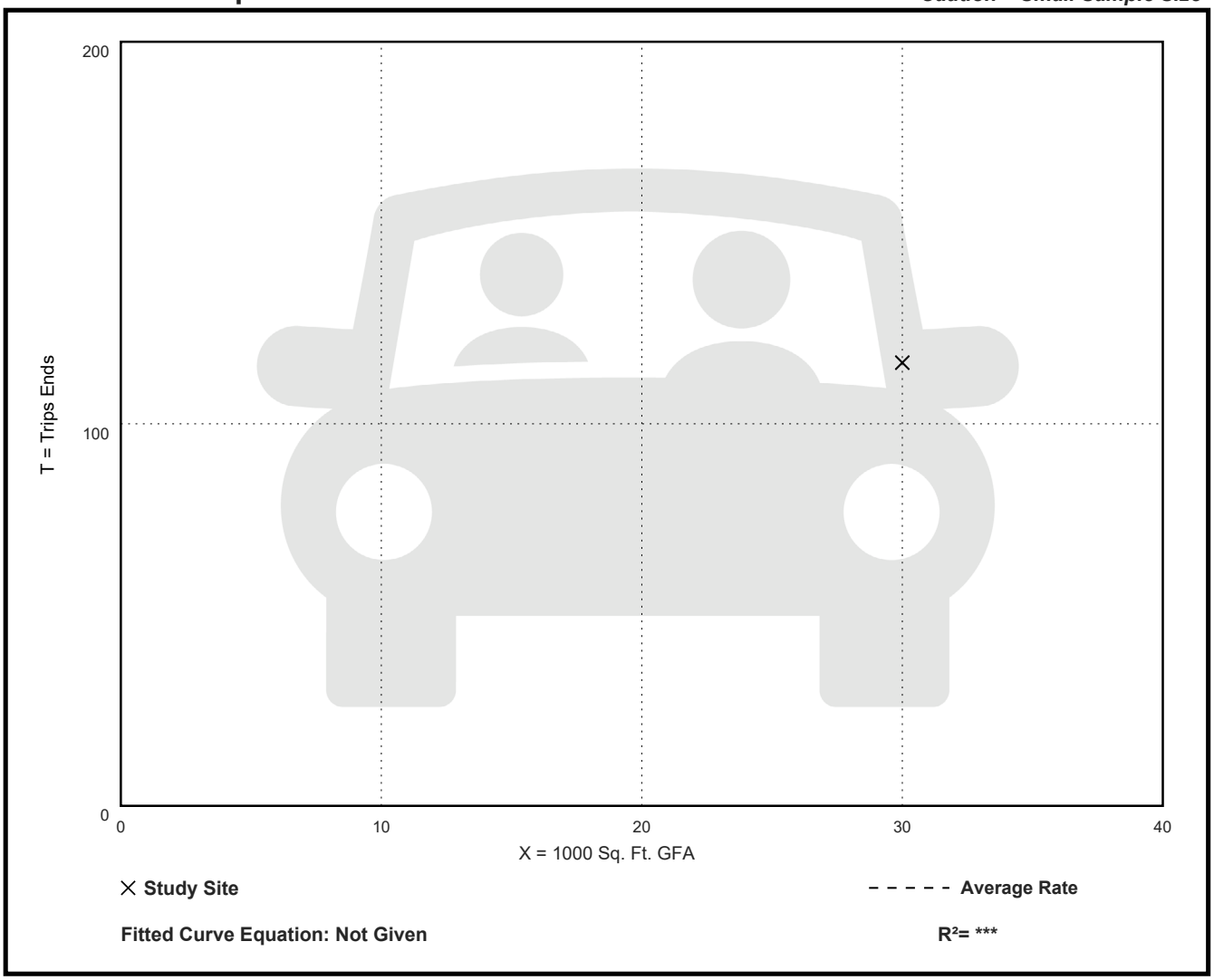
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 30
Directional Distribution: 42% entering, 58% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.87	3.87 - 3.87	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Synagogue
(561)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Sunday, Peak Hour of Generator**

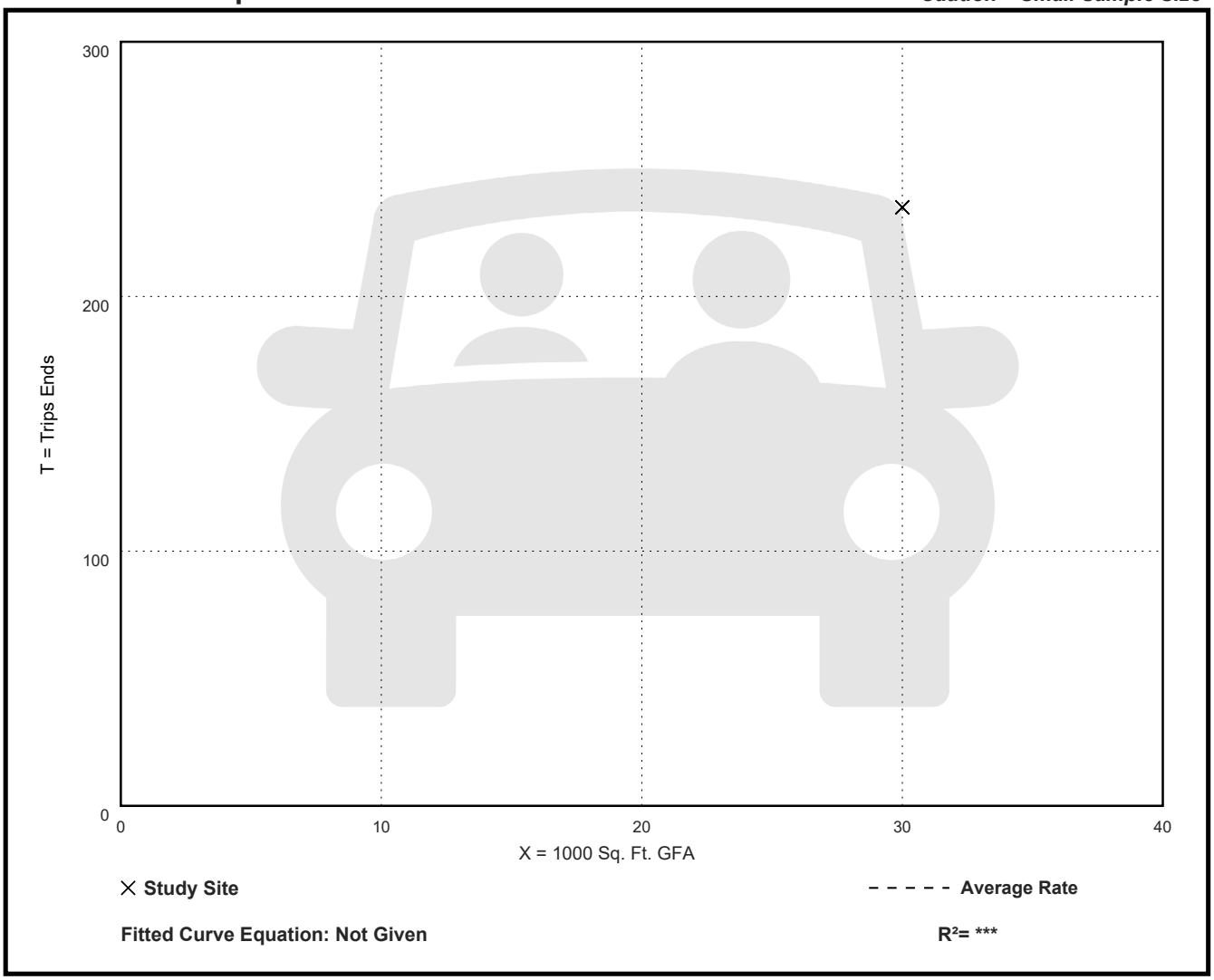
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 30
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.83	7.83 - 7.83	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Synagogue
(561)

Vehicle Trip Ends vs: **Employees**
On a: **Saturday, Peak Hour of Generator**

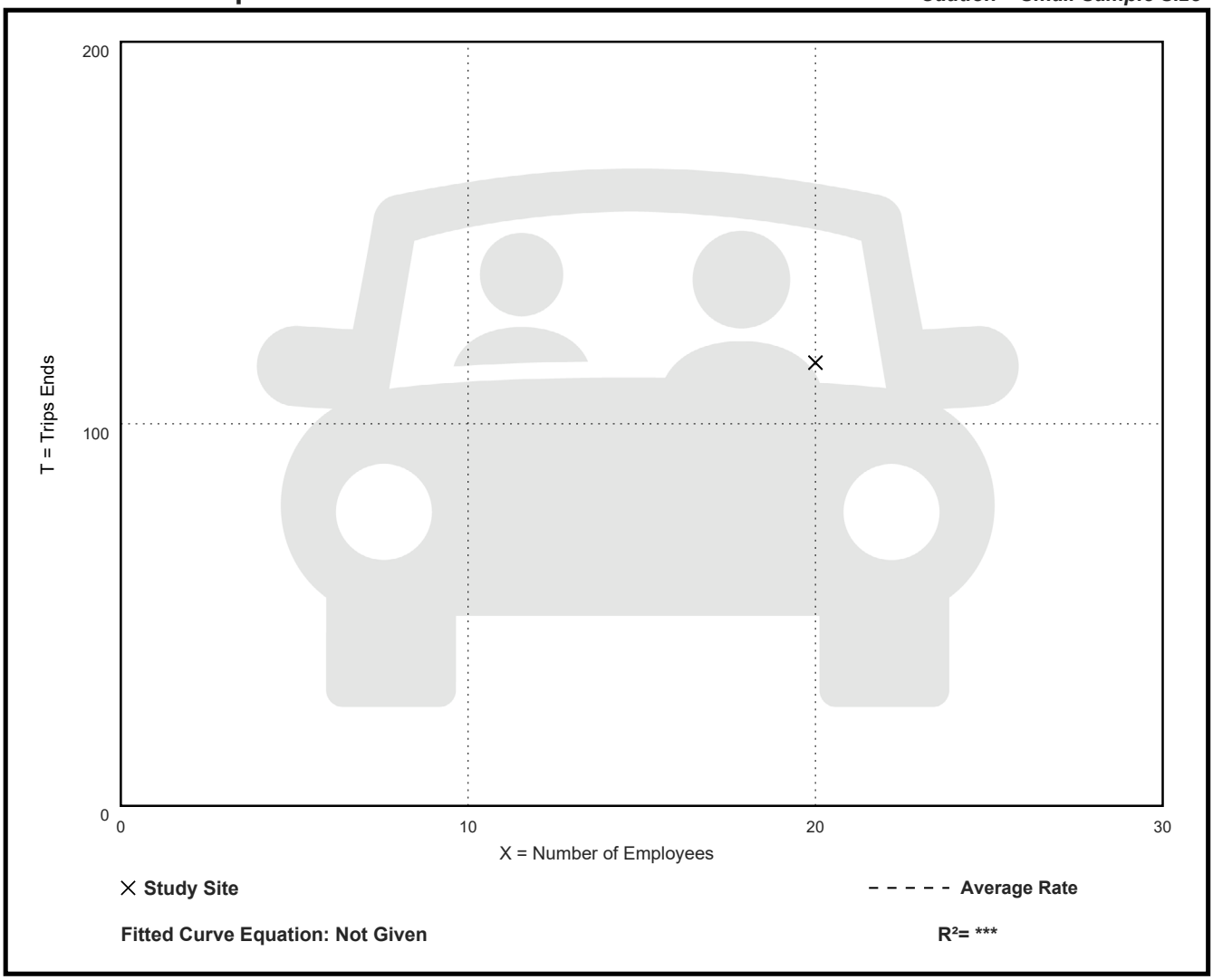
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. Num. of Employees: 20
Directional Distribution: 42% entering, 58% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
5.80	5.80 - 5.80	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Synagogue
(561)

Vehicle Trip Ends vs: **Employees**
On a: **Sunday, Peak Hour of Generator**

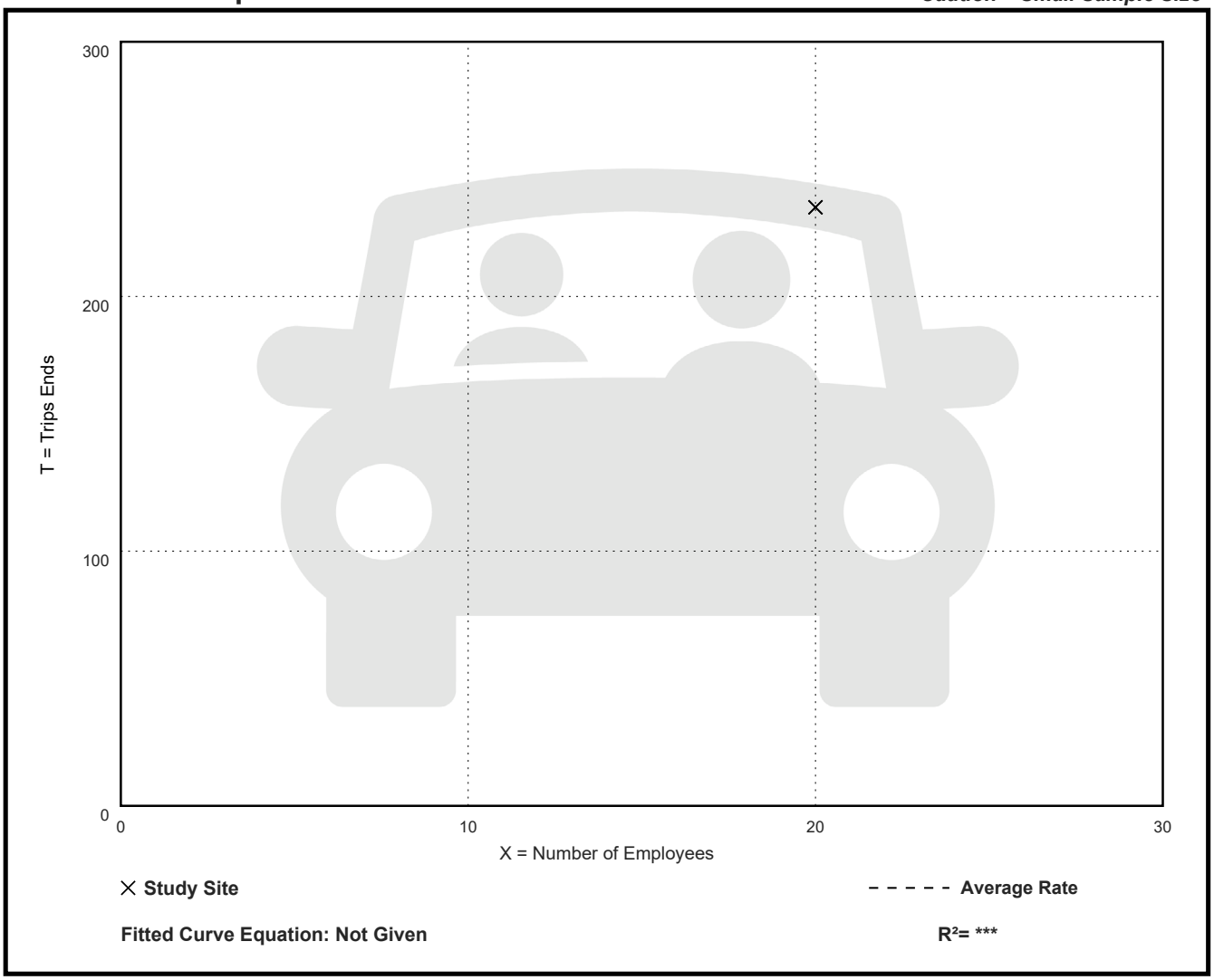
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. Num. of Employees: 20
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
11.75	11.75 - 11.75	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Land Use: 565
Day Care Center

Description

A day care center is a facility where care for preschool children is provided, normally during daytime hours. A day care facility generally includes classrooms, offices, eating areas, and playgrounds. A center may also provide after-school care for school-age children.

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in California, Florida, Maryland, Minnesota, New Hampshire, New Jersey, New York, North Carolina, Oregon, Tennessee, Texas, and Wisconsin.

Source Numbers

335, 336, 337, 355, 418, 536, 550, 562, 583, 633, 734, 866, 869, 877, 878, 954, 959, 981, 1236

Day Care Center
(565)

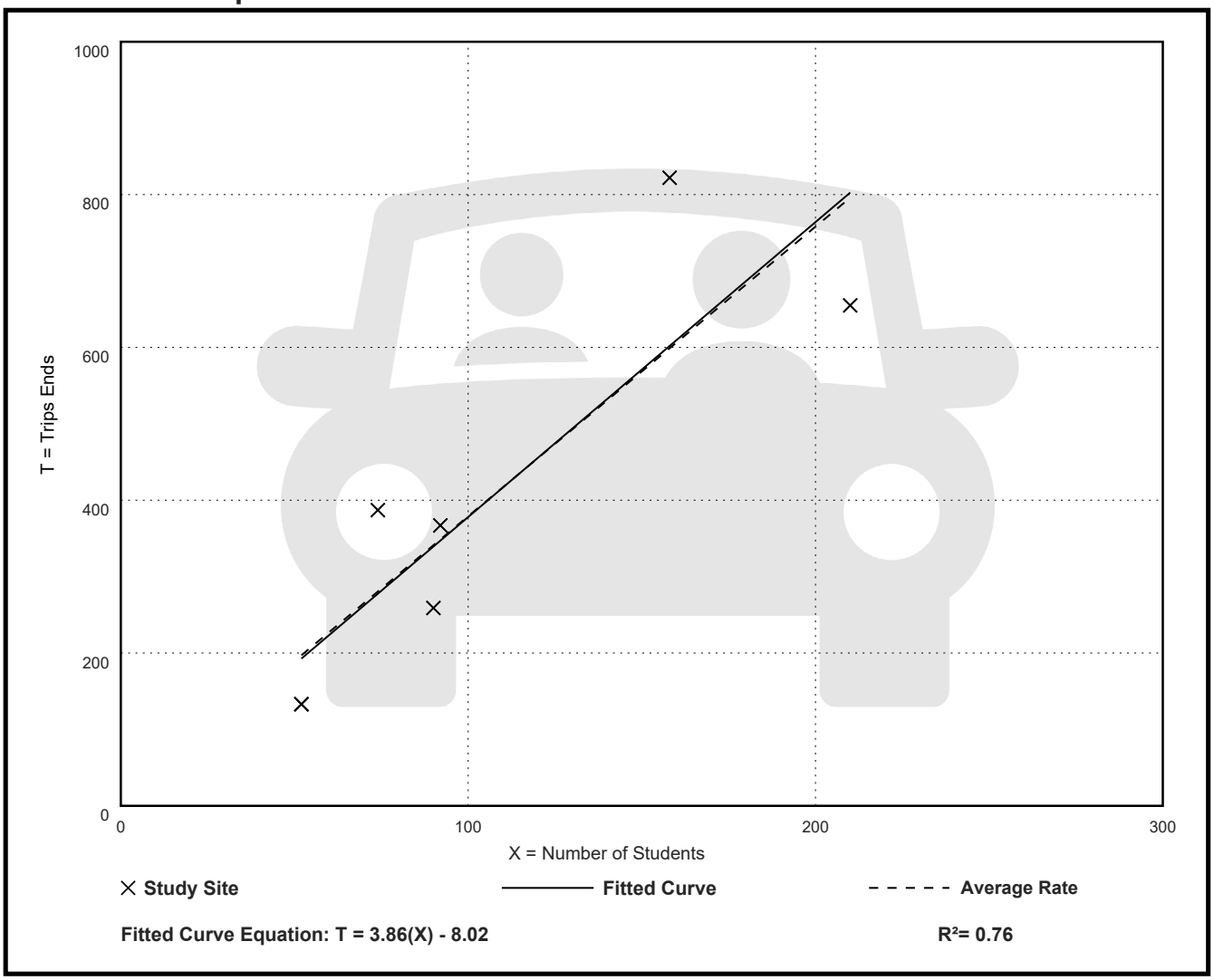
Vehicle Trip Ends vs: Students
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Students: 104
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
3.79	2.56 - 5.23	1.13

Data Plot and Equation



Fitted Curve Equation: T = 3.86(X) - 8.02

R^2= 0.76

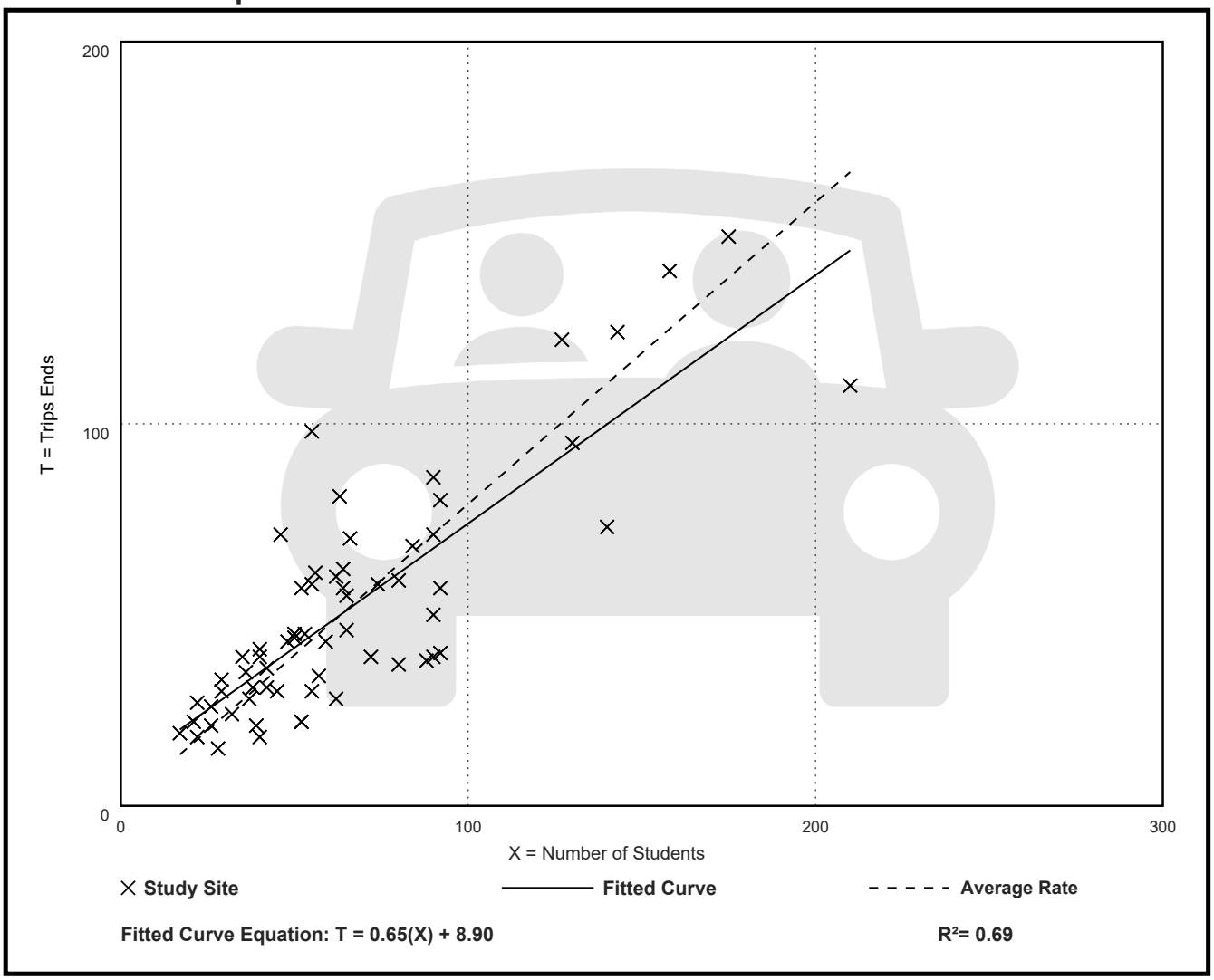
Day Care Center
(565)

Vehicle Trip Ends vs:	**Students**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	63
Avg. Num. of Students:	66
Directional Distribution:	53% entering, 47% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.79	0.42 - 1.78	0.26

Data Plot and Equation



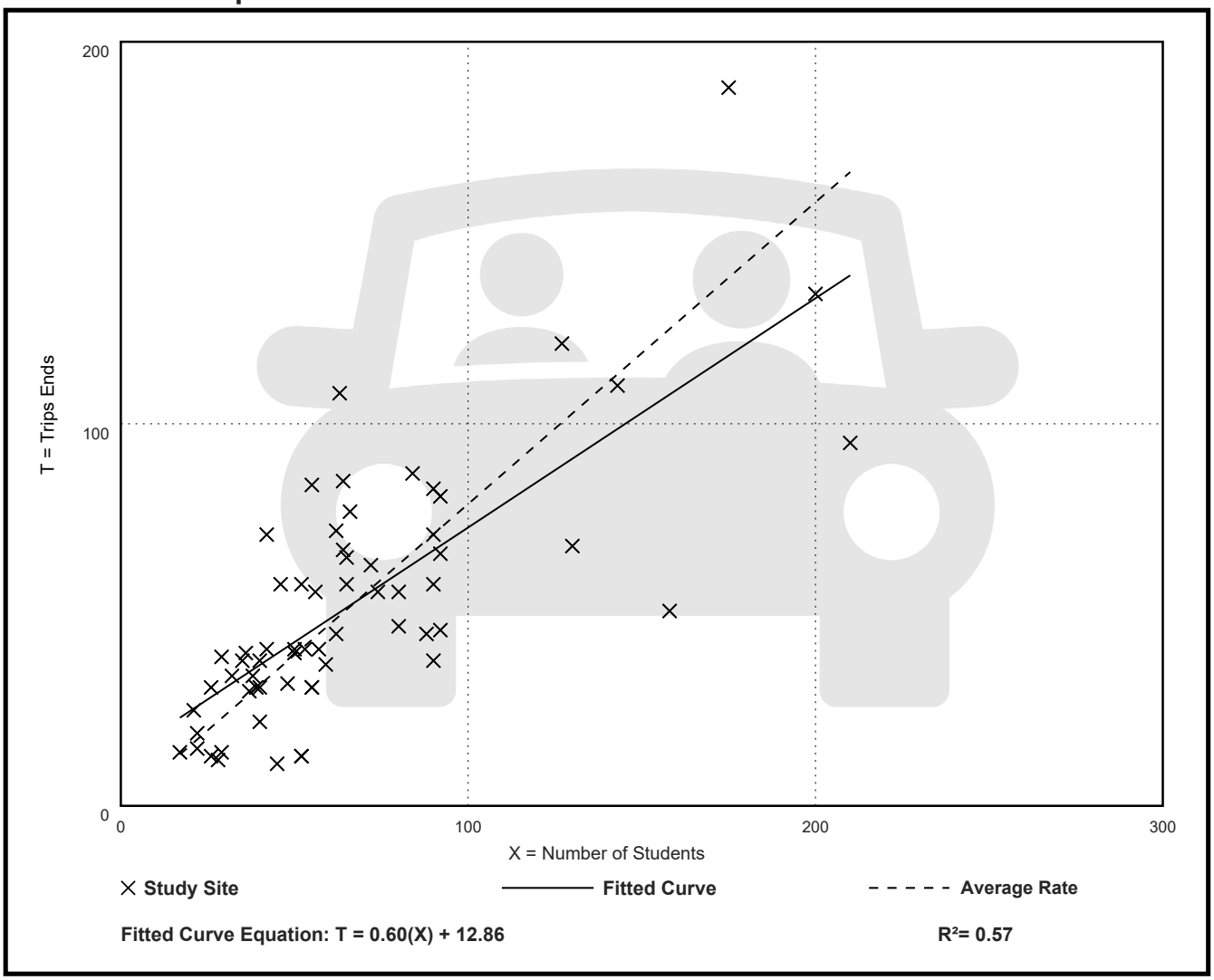
Day Care Center
(565)

Vehicle Trip Ends vs:	**Students**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	63
Avg. Num. of Students:	67
Directional Distribution:	47% entering, 53% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.79	0.24 - 1.71	0.31

Data Plot and Equation



Fitted Curve Equation: T = 0.60(X) + 12.86

R^2= 0.57

Day Care Center
(565)

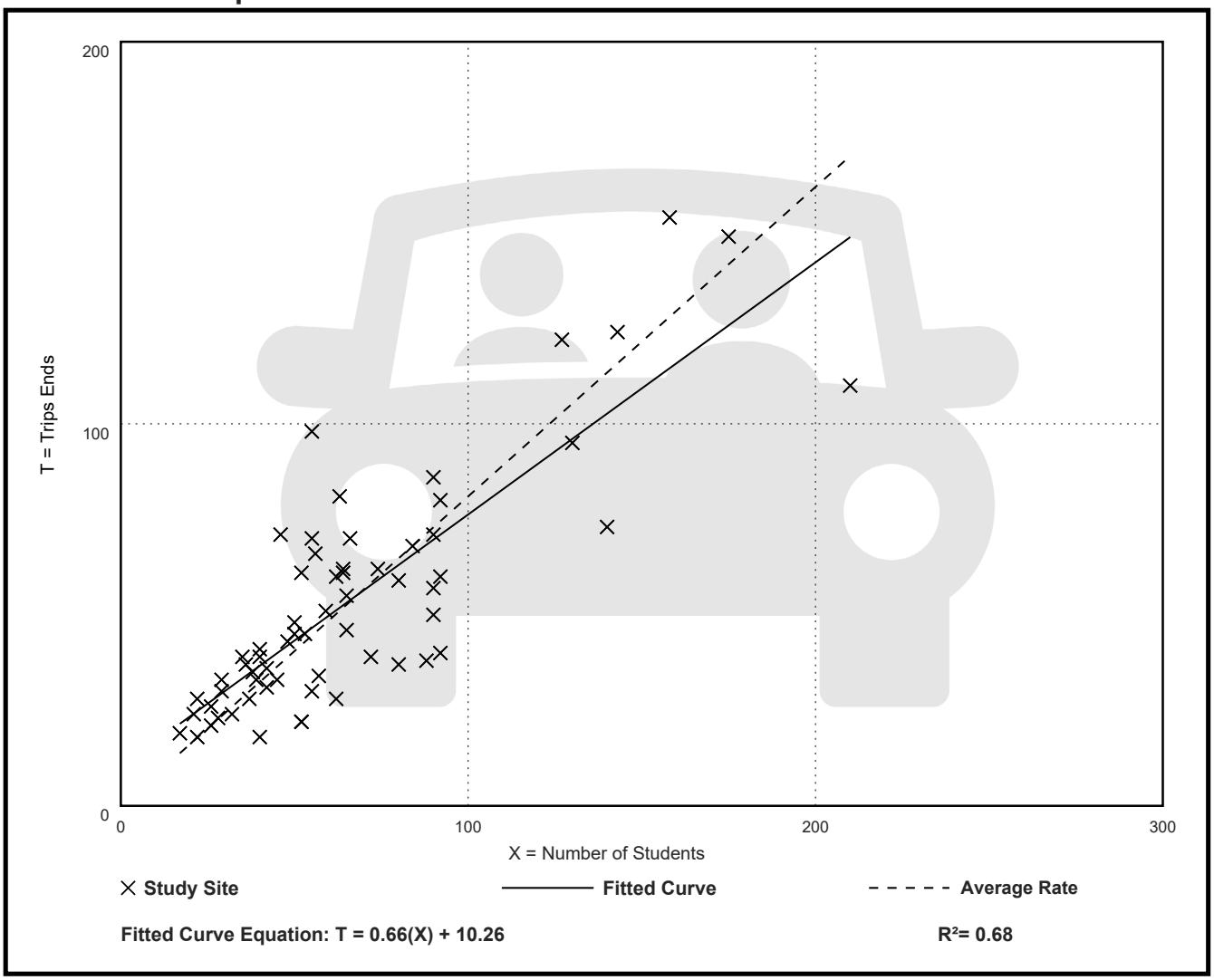
Vehicle Trip Ends vs: **Students**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 63
Avg. Num. of Students: 66
Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.81	0.42 - 1.78	0.26

Data Plot and Equation



Fitted Curve Equation: T = 0.66(X) + 10.26

R^2= 0.68

Day Care Center
(565)

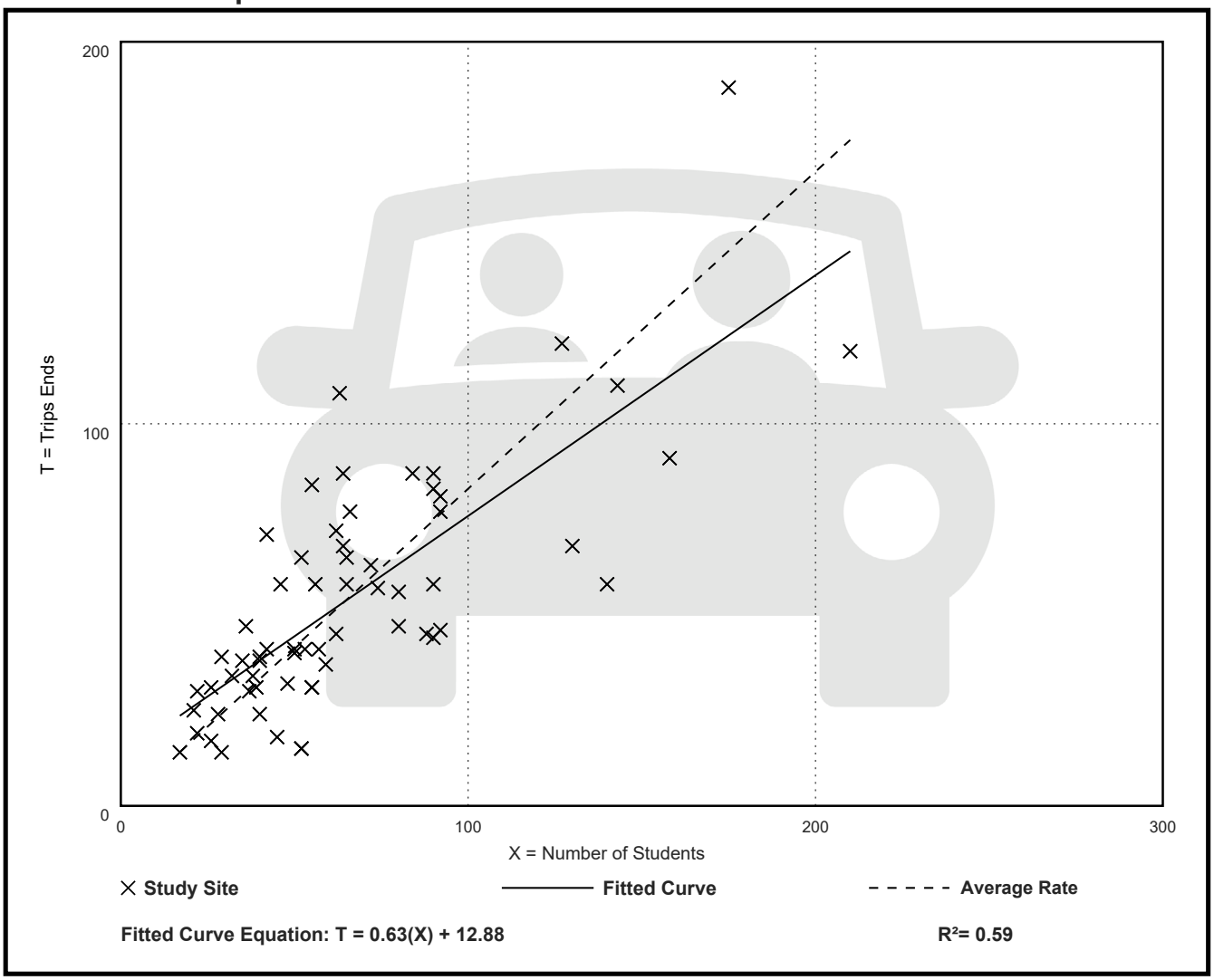
Vehicle Trip Ends vs: **Students**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 63
Avg. Num. of Students: 66
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.83	0.29 - 1.71	0.30

Data Plot and Equation



Day Care Center
(565)

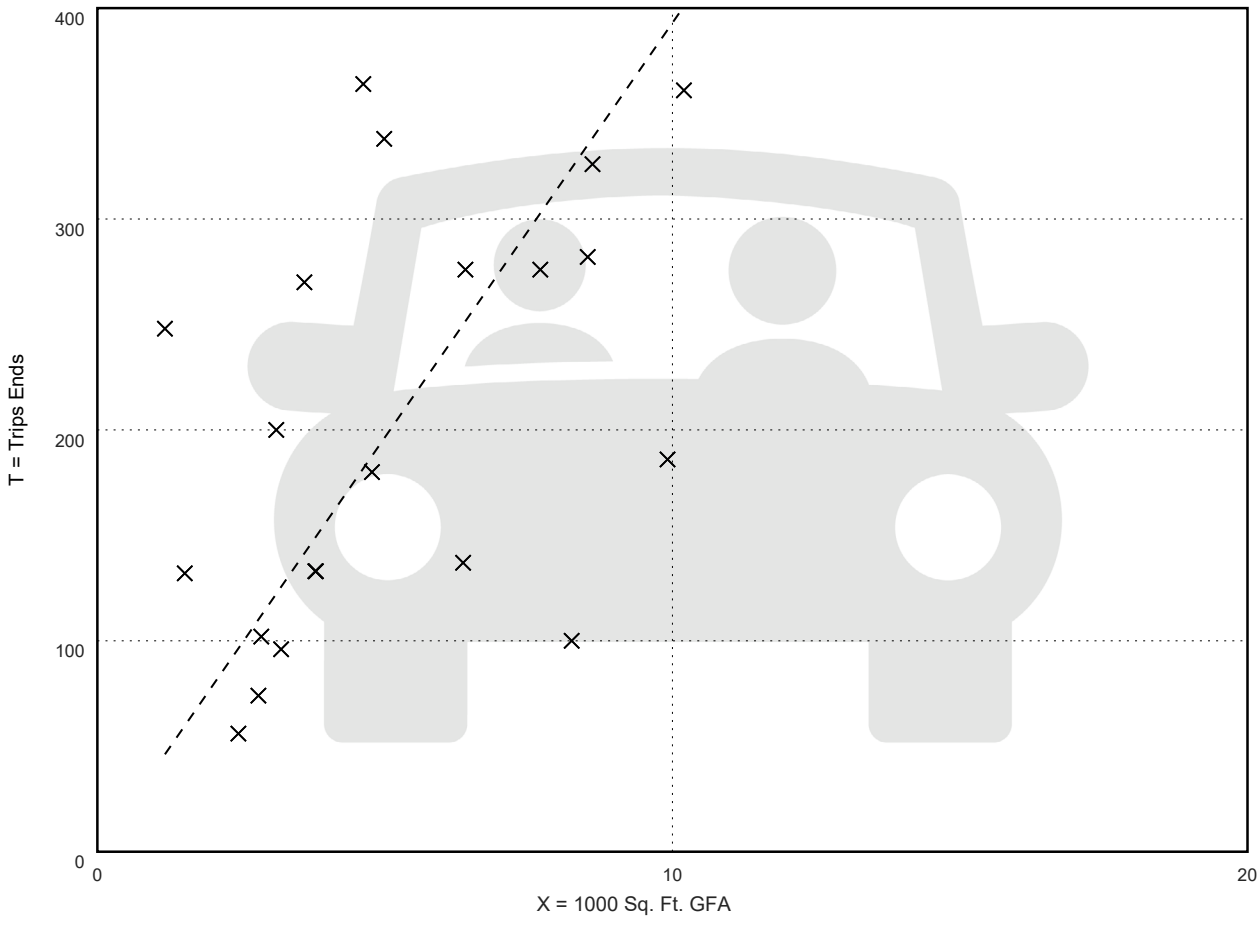
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 21
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
39.30	12.12 - 211.06	26.09

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

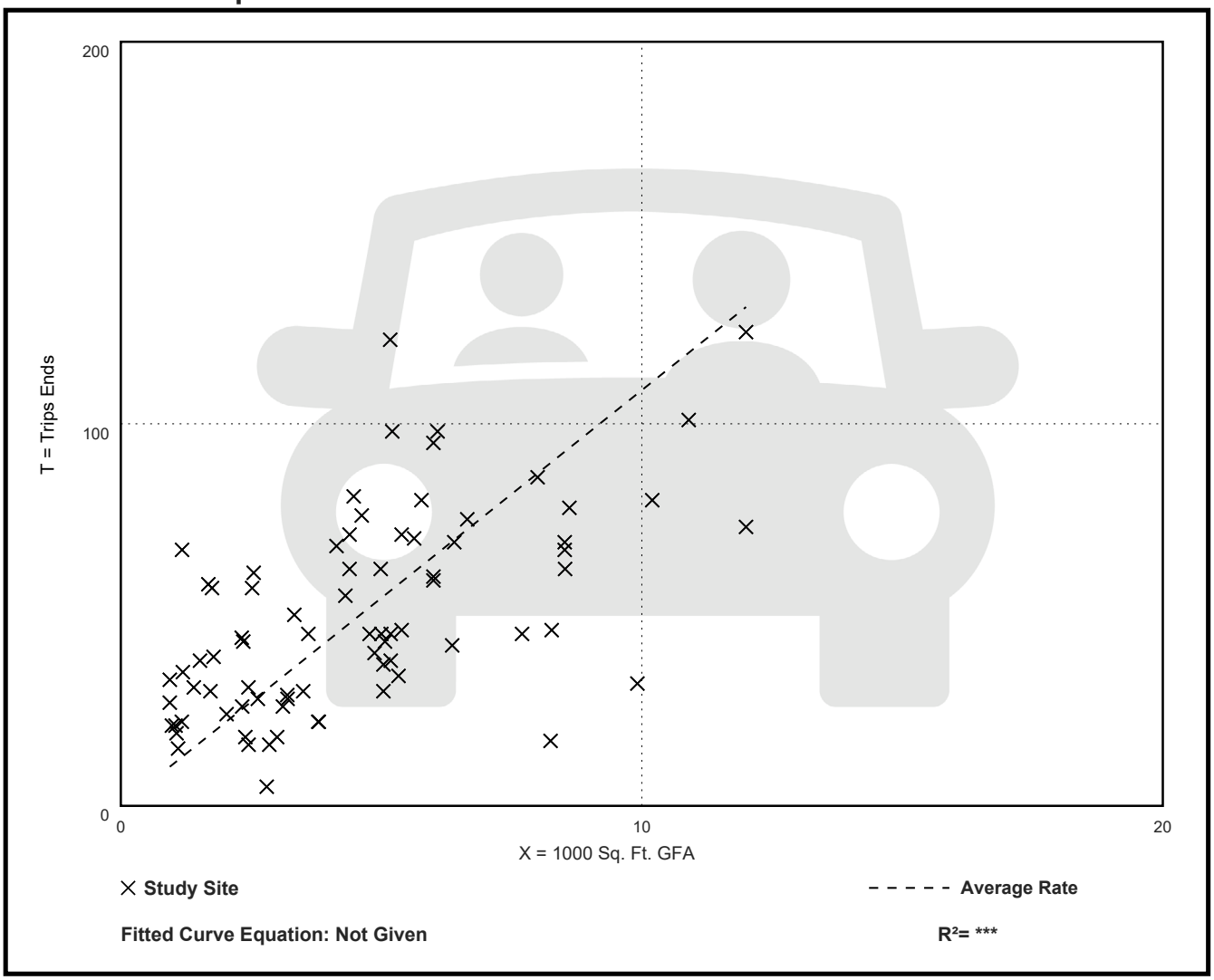
Day Care Center
(565)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 78
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.88	1.79 - 57.02	6.27

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

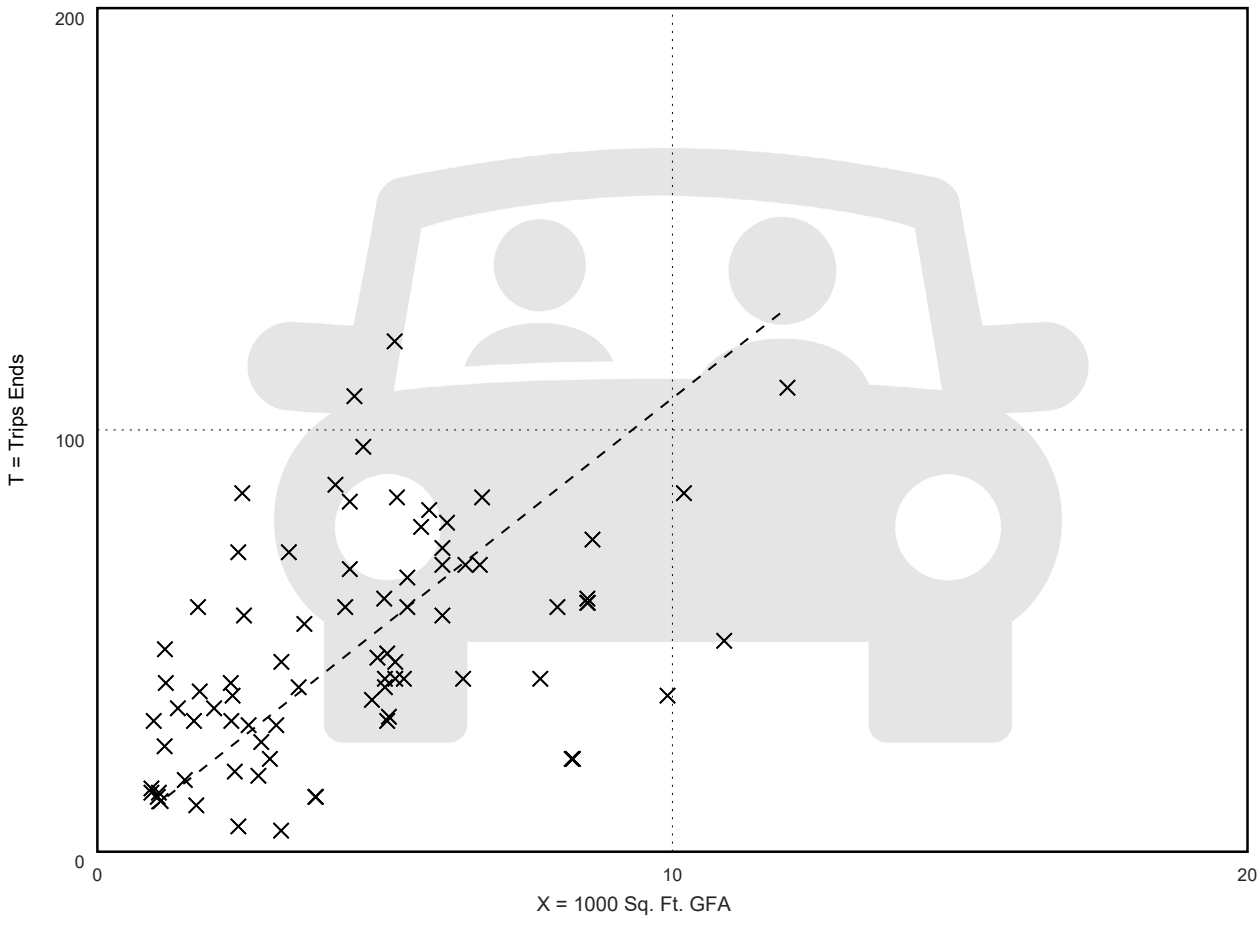
Day Care Center
(565)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 79
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.75	1.56 - 40.85	6.46

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

Day Care Center
(565)

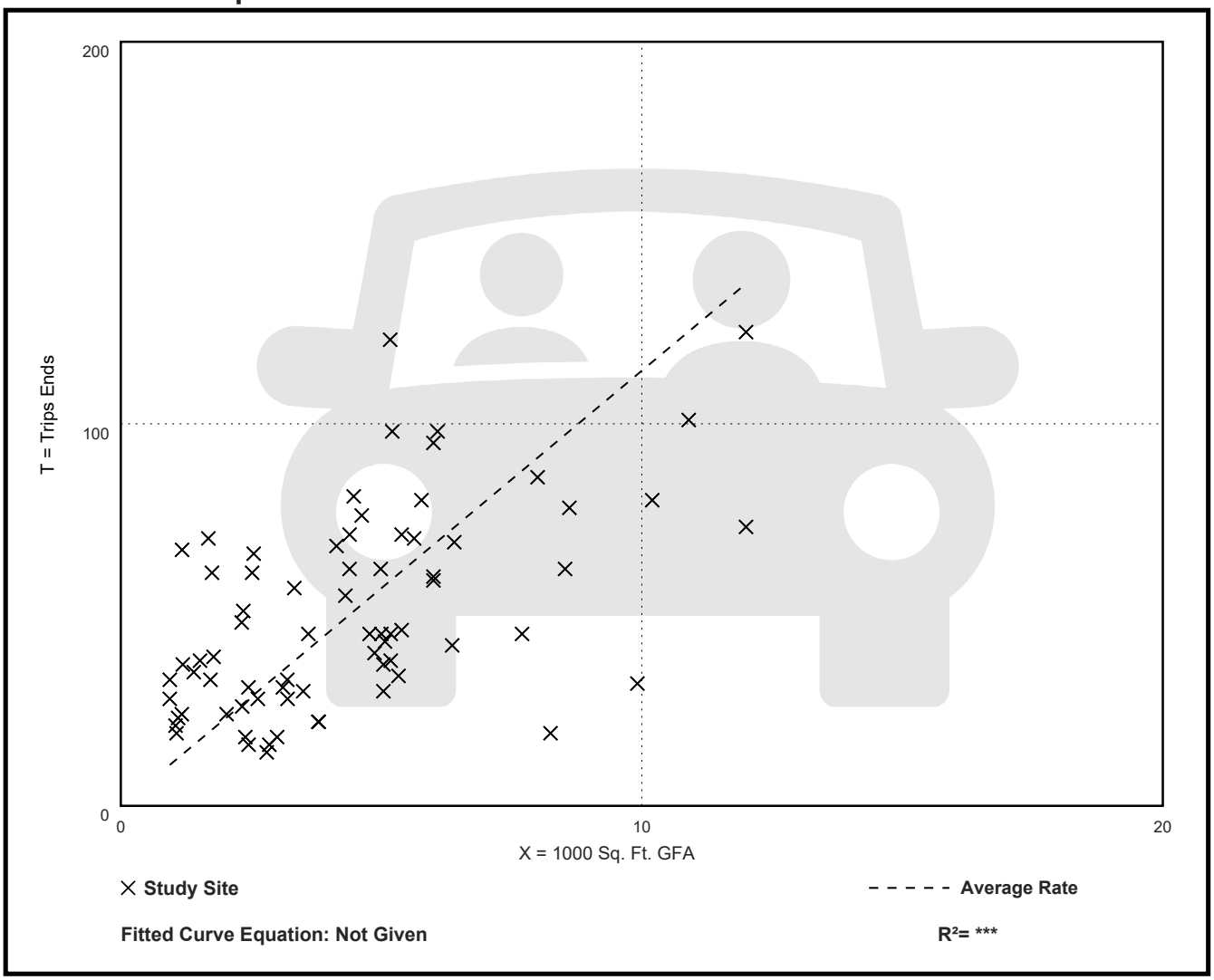
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 73
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
11.39	2.30 - 57.02	6.82

Data Plot and Equation



Day Care Center
(565)

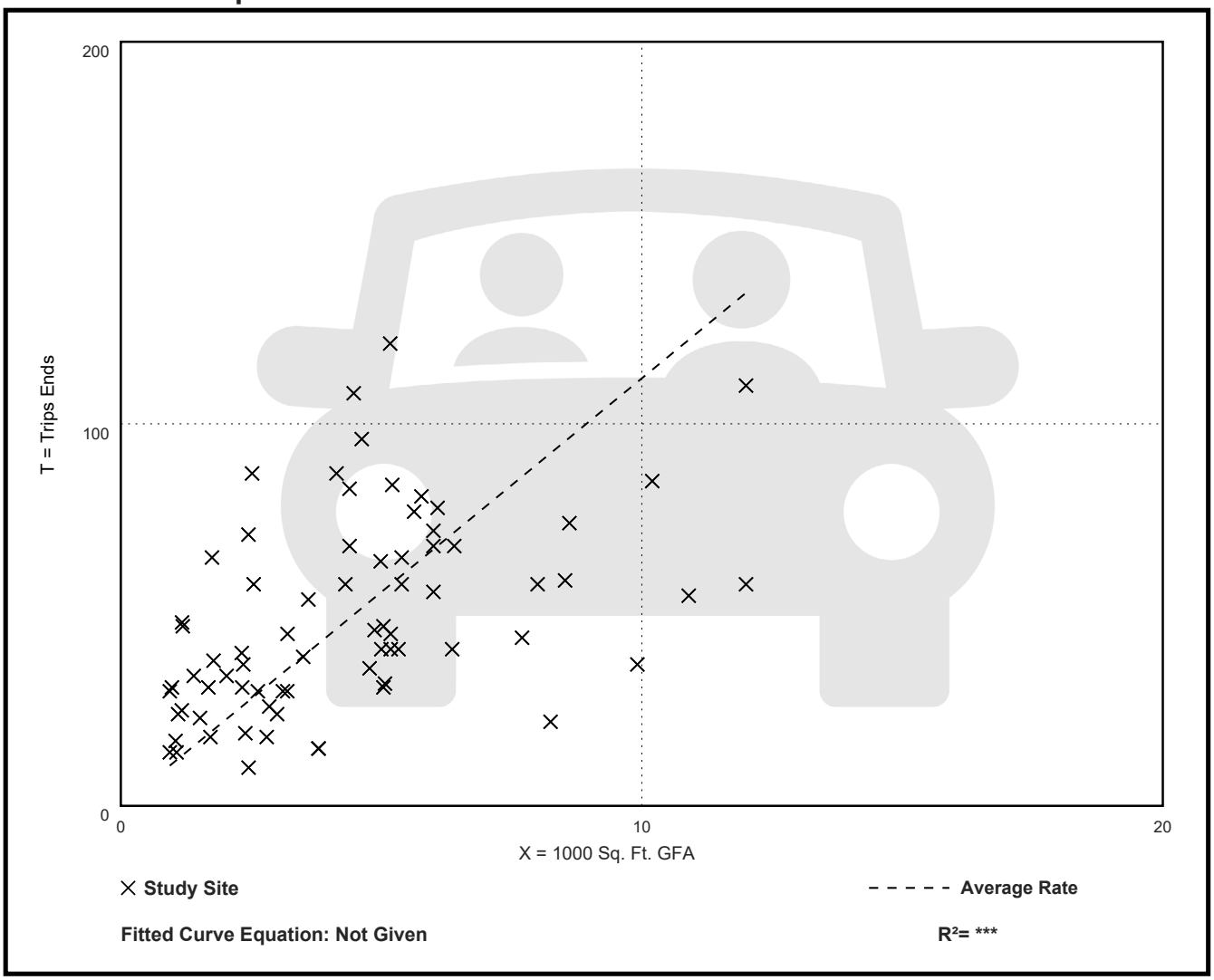
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 73
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
11.19	2.67 - 40.85	6.83

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

Day Care Center
(565)

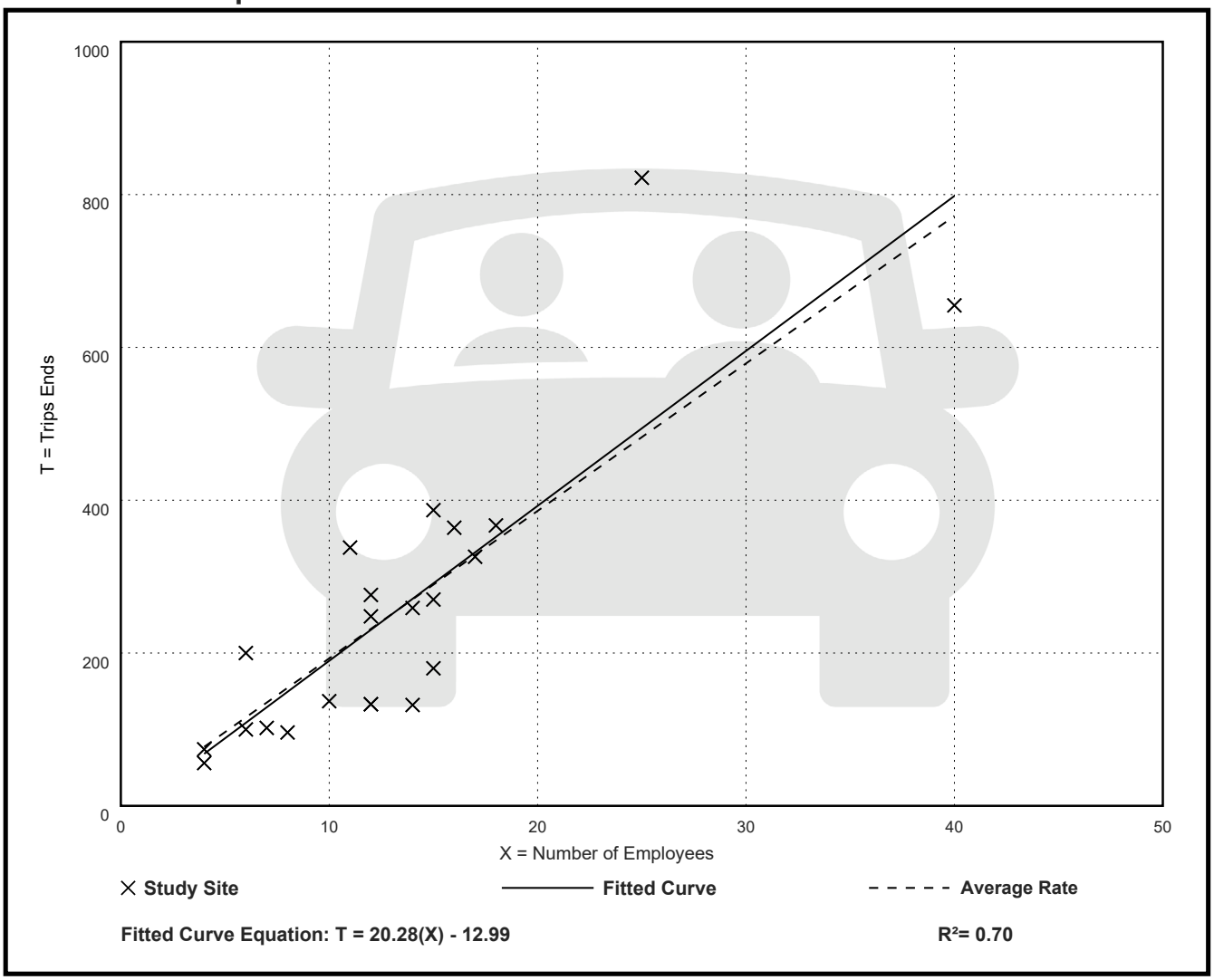
Vehicle Trip Ends vs: Employees
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Employees: 13
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
19.30	9.43 - 33.33	6.94

Data Plot and Equation



Fitted Curve Equation: T = 20.28(X) - 12.99

R^2= 0.70

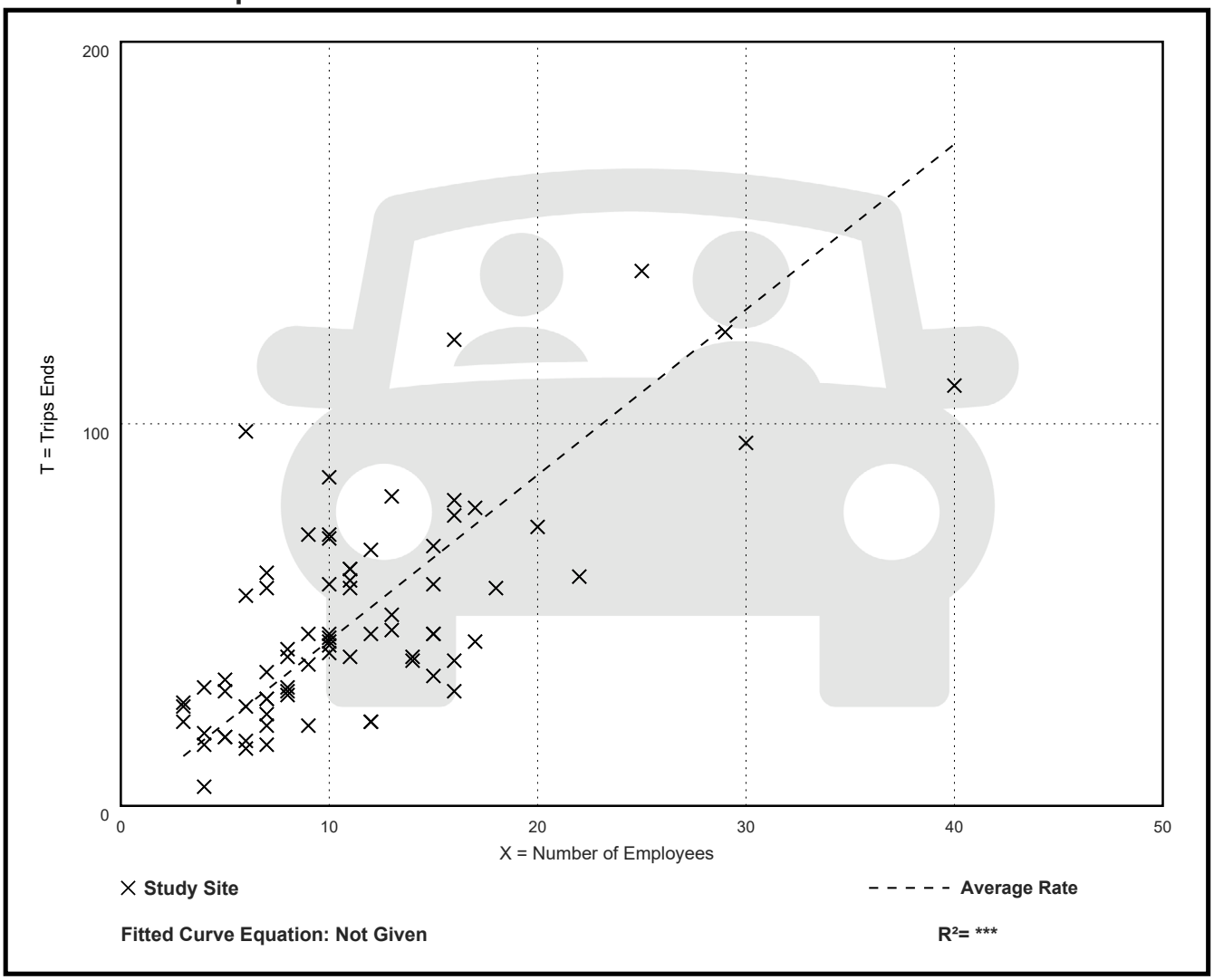
Day Care Center
(565)

Vehicle Trip Ends vs:	**Employees**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	75
Avg. Num. of Employees:	11
Directional Distribution:	53% entering, 47% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
4.33	1.25 - 16.33	1.99

Data Plot and Equation



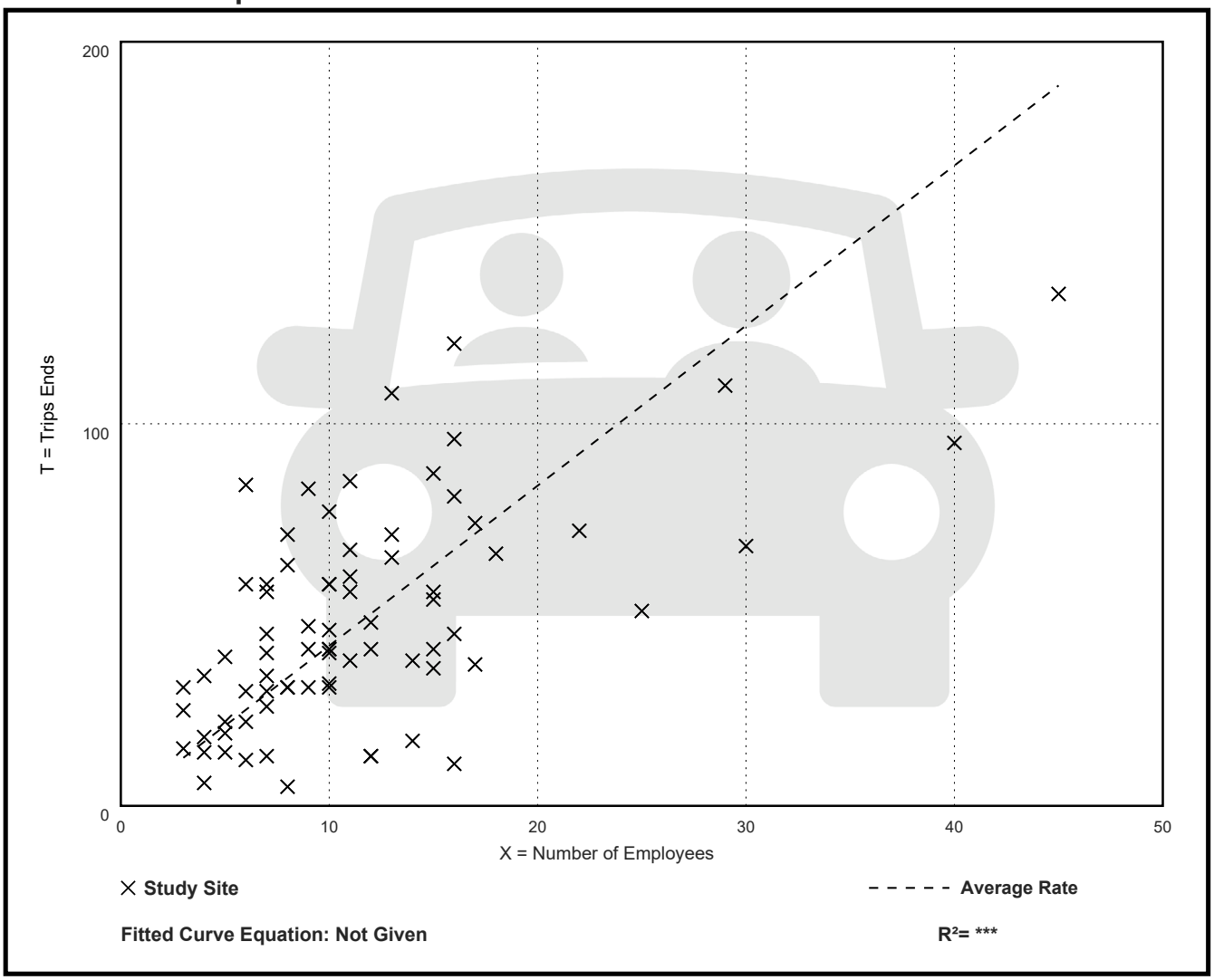
Day Care Center
(565)

Vehicle Trip Ends vs: **Employees**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 75
Avg. Num. of Employees: 12
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
4.19	0.63 - 14.00	2.23

Data Plot and Equation



Day Care Center
(565)

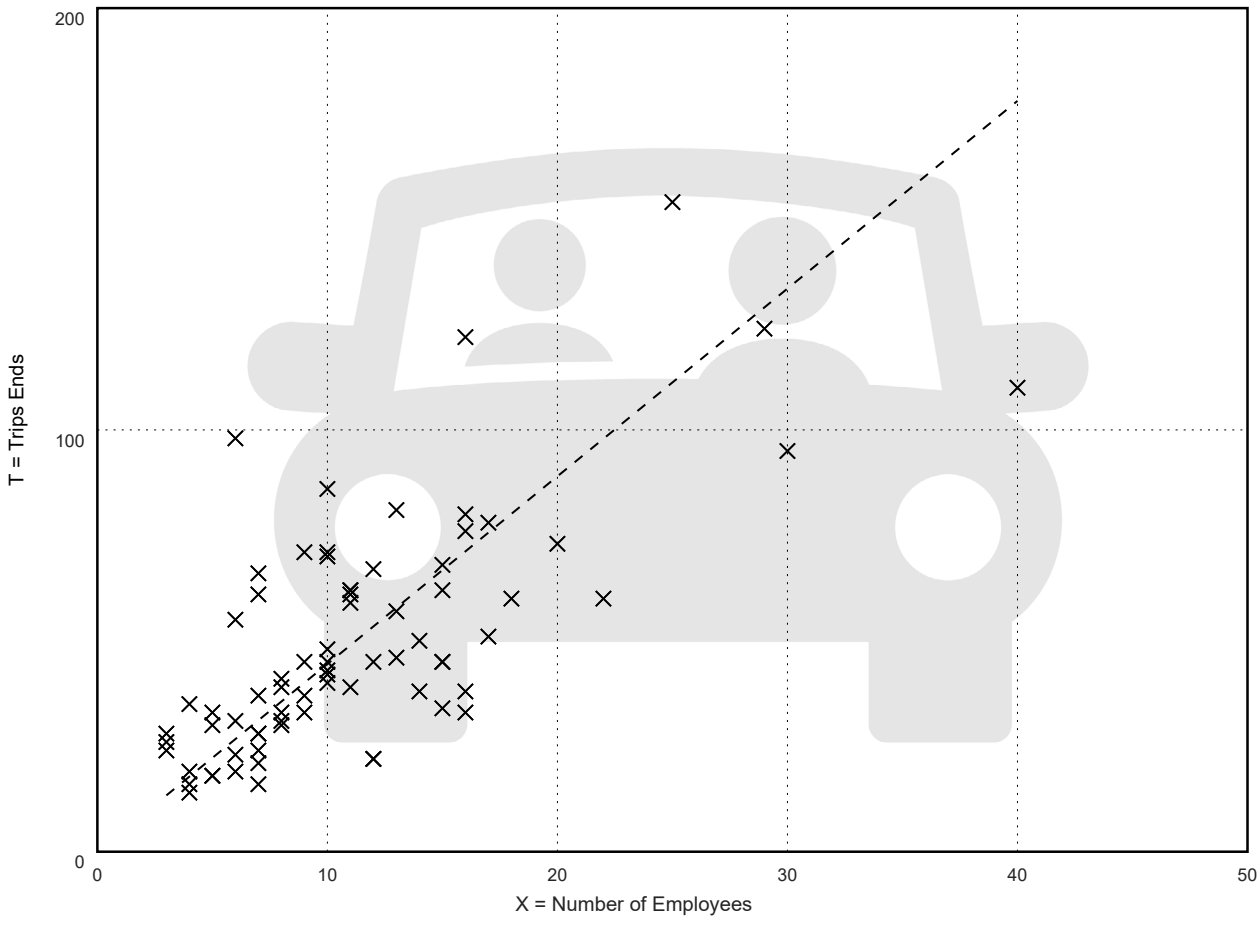
Vehicle Trip Ends vs: **Employees**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 74
Avg. Num. of Employees: 11
Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
4.45	1.83 - 16.33	2.00

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

Day Care Center
(565)

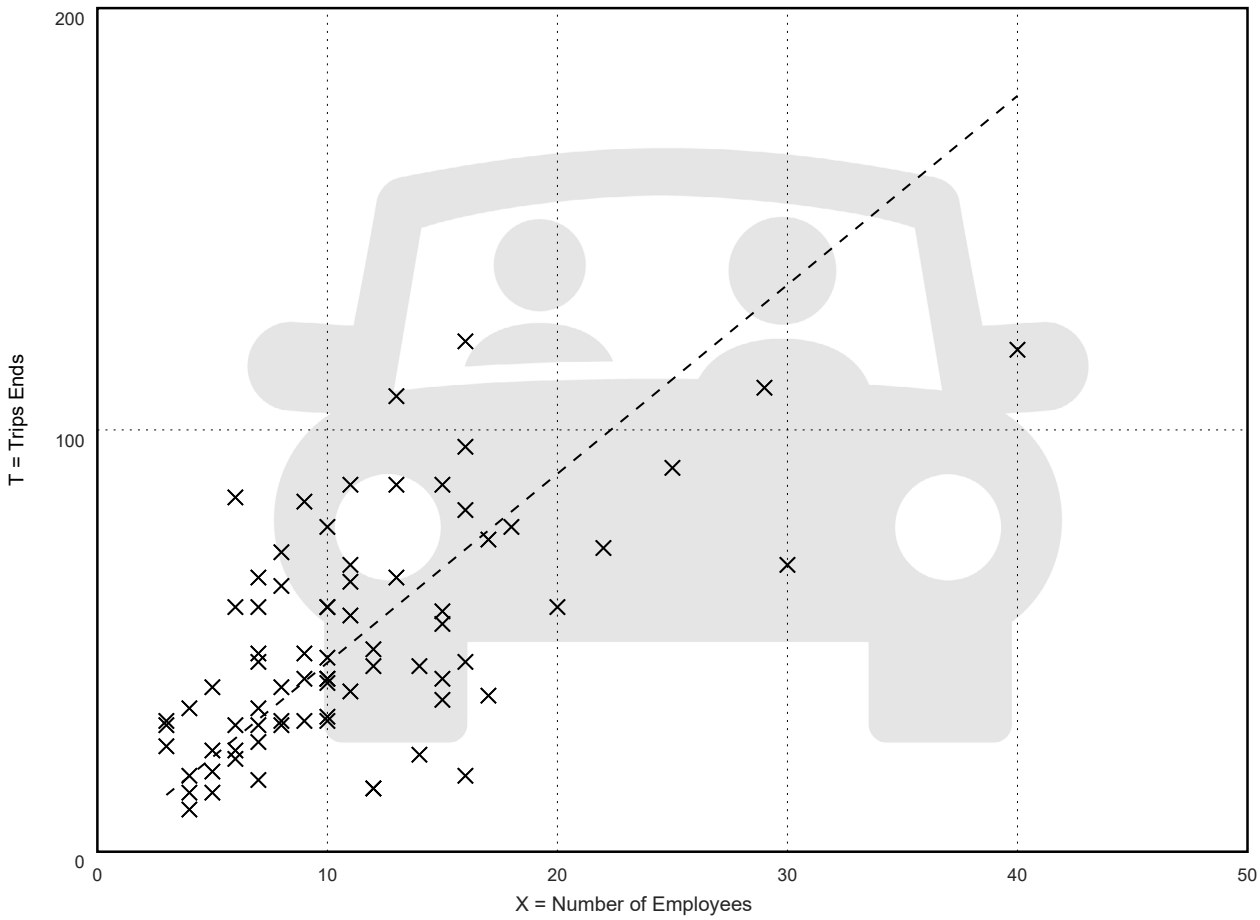
Vehicle Trip Ends vs: **Employees**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 75
Avg. Num. of Employees: 11
Directional Distribution: 47% entering, 53% exiting

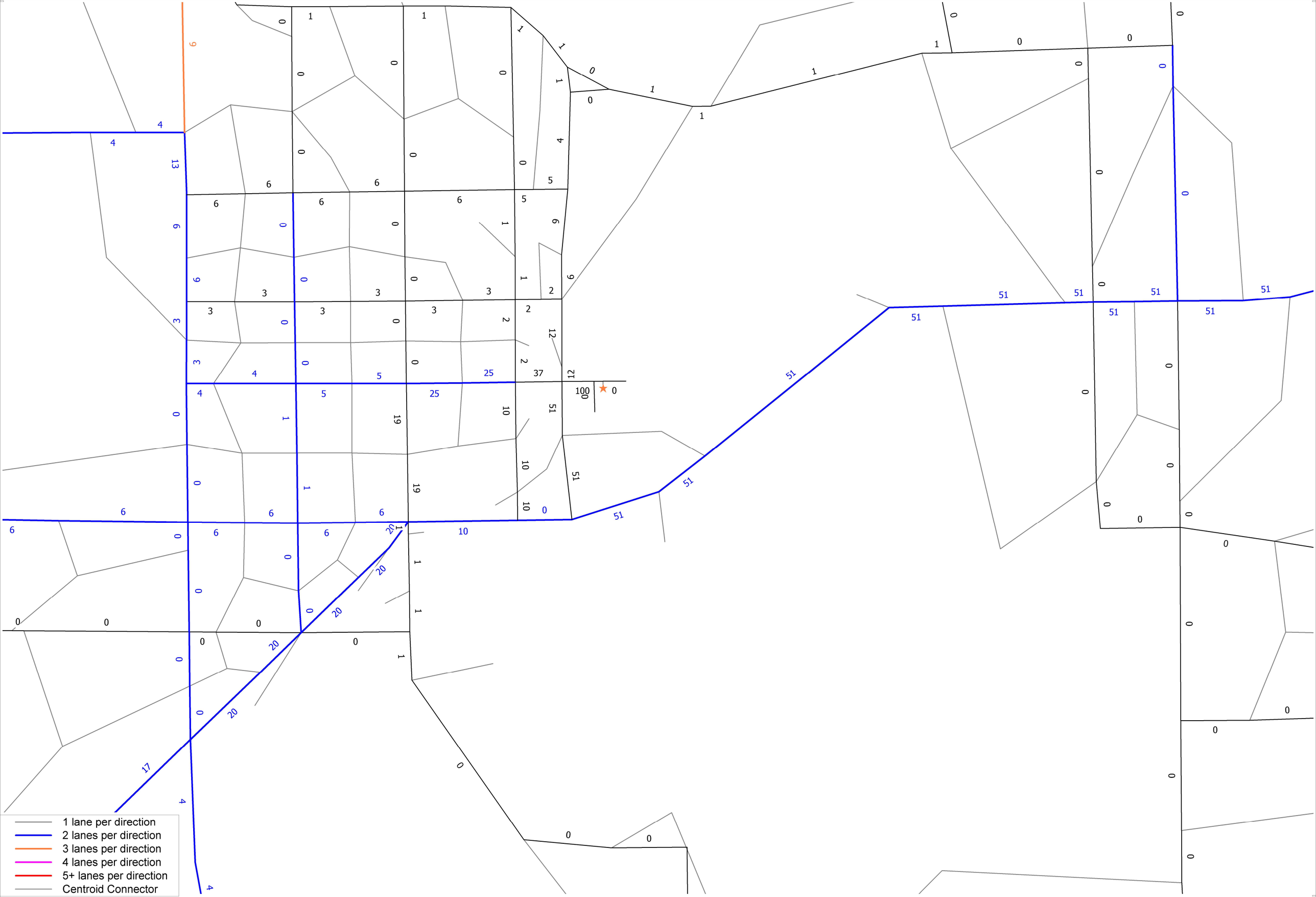
Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
4.48	1.13 - 14.00	2.19

Data Plot and Equation



Appendix F: Raw Model Output



(Licensed to Kittelson and Associates Inc)

Appendix G: Intersection Volumes Projection Worksheet

Intersection		AM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Knowles Ave & Canton Ave	Existing				48	9	48		71	22	21	141	
	Background				53	10	53		78	24	23	155	
	Distribution				-	5%	-		-	7%	-	12%	
	Direction				-	in	-		-	in	-	out	
	Project Trips				-	2	-		-	3	-	3	
	Build Trips				53	12	53		78	27	23	158	
Interlachen Ave & Morse Blvd	Existing	58	195	7	1	221	52	7	11	26	7	7	4
	Background	64	215	8	1	243	57	8	12	29	8	8	4
	Distribution	-	-	-	-	-	-	12%	-	-	-	-	-
	Direction	-	-	-	-	-	-	out	-	-	-	-	-
	Project Trips	-	-	-	-	-	-	3	-	-	-	-	-
	Build Trips	64	215	8	1	243	57	11	12	29	8	8	4
Knowles Ave & Morse Blvd	Existing	8	0	3	0	10	14	3	48	20	23	112	0
	Background	9	0	3	0	11	15	3	53	22	25	123	0
	Distribution	37%	-	51%	12%	-	-	-	37%	-	-	-	-
	Direction	out	-	in	in	-	-	-	in	-	-	-	-
	Project Trips	11	-	19	5	-	-	-	14	-	-	-	-
	Build Trips	20	0	22	5	11	15	3	67	22	25	123	0
Park Ave & Morse Blvd	Existing	10	67	16	8	82	19	24	56	36	16	93	25
	Background	11	74	18	9	90	21	26	62	40	18	102	28
	Distribution	-	-	10%	2%	-	-	-	25%	-	10%	25%	2%
	Direction	-	-	in	in	-	-	-	in	-	out	out	out
	Project Trips	-	-	4	1	-	-	-	10	-	3	7	1
	Build Trips	11	74	22	10	90	21	26	72	40	21	109	29
New York Ave & Morse Blvd	Existing	62	98	9	17	133	63	44	108	56	17	82	22
	Background	68	108	10	19	146	69	48	119	62	19	90	24
	Distribution	-	-	19%	2%	-	-	-	4%	-	19%	4%	2%
	Direction	-	-	in	in	-	-	-	in	-	out	out	out
	Project Trips	-	-	7	1	-	-	-	2	-	6	1	1
	Build Trips	68	108	17	20	146	69	48	121	62	25	91	25
Knowles Ave & New England Ave	Existing	2	4	5	12		25	15	71			172	20
	Background	2	4	6	13		28	17	78			189	22
	Distribution	-	-	-	51%		-	-	-			-	51%
	Direction	-	-	-	out		-	-	-			-	in
	Project Trips	-	-	-	15		-	-	-			-	19
	Build Trips	2	4	6	28		28	17	78			189	41
Morse Blvd & Access 1	Existing			-					51	-		135	
	Background			-					56	-		149	
	Distribution			12%					-	100%		-	
	Direction			out					-	in		-	
	Project Trips			3					-	38		-	
	Build Trips			3					56	38		149	
Knowles Ave & Access 2	Existing		11			53					-		-
	Background		12			58					-		-
	Distribution		51%			-					51%		37%
	Direction		in			-					out		out
	Project Trips		19			-					15		11
	Build Trips		31			58					15		11

Intersection		PM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Knowles Ave & Canton Ave	Existing				11	3	26		107	17	3	113	
	Background				12	3	29		118	19	3	124	
	Distribution				-	5%	-		-	7%	-	12%	
	Direction				-	in	-		-	in	-	out	
	Project Trips				-	1	-		-	1	-	1	
	Build Trips				12	4	29		118	20	3	125	
Interlachen Ave & Morse Blvd	Existing	56	232	4	2	157	32	45	4	64	2	4	1
	Background	62	255	4	2	173	35	50	4	70	2	4	1
	Distribution	-	-	-	-	-	-	12%	-	-	-	-	-
	Direction	-	-	-	-	-	-	out	-	-	-	-	-
	Project Trips	-	-	-	-	-	-	1	-	-	-	-	-
	Build Trips	62	255	4	2	173	35	51	4	70	2	4	1
Knowles Ave & Morse Blvd	Existing	22	0	18	4	9	32	6	85	26	14	80	0
	Background	24	0	20	4	10	35	7	94	29	15	88	0
	Distribution	37%	-	51%	12%	-	-	-	37%	-	-	-	-
	Direction	out	-	in	in	-	-	-	in	-	-	-	-
	Project Trips	4	-	8	2	-	-	-	6	-	-	-	-
	Build Trips	28	0	28	6	10	35	7	100	29	15	88	0
Park Ave & Morse Blvd	Existing	21	100	13	12	76	21	37	84	29	15	88	31
	Background	23	110	14	13	84	23	41	92	32	17	97	34
	Distribution	-	-	10%	2%	-	-	-	25%	-	10%	25%	2%
	Direction	-	-	in	in	-	-	-	in	-	out	out	out
	Project Trips	-	-	2	0	-	-	-	4	-	1	3	0
	Build Trips	23	110	16	13	84	23	41	96	32	18	100	34
New York Ave & Morse Blvd	Existing	65	152	19	15	112	65	82	139	61	24	109	18
	Background	72	167	21	17	123	72	90	153	67	26	120	20
	Distribution	-	-	19%	2%	-	-	-	4%	-	19%	4%	2%
	Direction	-	-	in	in	-	-	-	in	-	out	out	out
	Project Trips	-	-	3	0	-	-	-	1	-	2	0	0
	Build Trips	72	167	24	17	123	72	90	154	67	28	120	20
Knowles Ave & New England Ave	Existing	13	4	15	20		54	14	97			98	8
	Background	14	4	17	22		59	15	107			108	9
	Distribution	-	-	-	51%		-	-	-			-	51%
	Direction	-	-	-	out		-	-	-			-	in
	Project Trips	-	-	-	5		-	-	-			-	8
	Build Trips	14	4	17	27		59	15	107			108	17
Morse Blvd & Access 1	Existing			-					107	-		94	
	Background			-					118	-		103	
	Distribution			12%					-	100%		-	
	Direction			out					-	in		-	
	Project Trips			1					-	15		-	
	Build Trips			1					118	15		103	
Knowles Ave & Access 2	Existing		40			49					-		-
	Background		44			54					-		-
	Distribution		51%			-					51%		37%
	Direction		in			-					out		out
	Project Trips		8			-					5		4
	Build Trips		52			54					5		4

Appendix H: 2028 No-Build Condition HCM Reports

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	78	24	23	155	0	0	0	0	53	10	53
Future Vol, veh/h	0	78	24	23	155	0	0	0	0	53	10	53
Conflicting Peds, #/hr	1	0	12	12	0	1	7	0	0	0	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	63	63	63	63	63	63	63	63	63
Heavy Vehicles, %	0	3	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	124	38	37	246	0	0	0	0	84	16	84

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	174	0	0	-	474	-	443	493	253
Stage 1	-	-	-	-	-	-	-	155	-	319	319	-
Stage 2	-	-	-	-	-	-	-	319	-	124	174	-
Critical Hdwy	-	-	-	4.1	-	-	-	6.5	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.5	-	6.1	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	-	4	-	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1415	-	0	0	492	0	529	480	791
Stage 1	0	-	-	-	-	0	0	773	0	697	657	-
Stage 2	0	-	-	-	-	0	0	657	0	885	759	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1399	-	-	-	472	-	513	460	785
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	472	-	513	460	-
Stage 1	-	-	-	-	-	-	-	764	-	676	637	-
Stage 2	-	-	-	-	-	-	-	637	-	885	750	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.99	0	13.59
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	-	233	-	602
HCM Lane V/C Ratio	-	-	-	0.026	-	0.306
HCM Ctrl Dly (s/v)	0	-	-	7.6	0	13.6
HCM Lane LOS	A	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	-	0.1	-	1.3

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	12	29	8	8	4	64	215	8	1	243	57
Future Vol, veh/h	8	12	29	8	8	4	64	215	8	1	243	57
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	9	14	34	9	9	5	74	250	9	1	283	66
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.6	8.7	10.7	10.6
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	16%	40%	0%
Vol Thru, %	75%	24%	40%	81%
Vol Right, %	3%	59%	20%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	287	49	20	301
LT Vol	64	8	8	1
Through Vol	215	12	8	243
RT Vol	8	29	4	57
Lane Flow Rate	334	57	23	350
Geometry Grp	1	1	1	1
Degree of Util (X)	0.417	0.081	0.035	0.423
Departure Headway (Hd)	4.497	5.09	5.433	4.351
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	801	701	656	826
Service Time	2.528	3.145	3.495	2.381
HCM Lane V/C Ratio	0.417	0.081	0.035	0.424
HCM Control Delay, s/veh	10.7	8.6	8.7	10.6
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	2.1	0.3	0.1	2.1

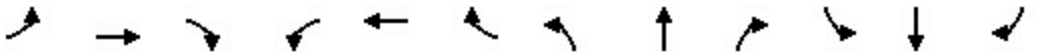
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	53	22	25	123	0	9	0	3	0	11	15
Future Vol, veh/h	3	53	22	25	123	0	9	0	3	0	11	15
Conflicting Peds, #/hr	10	0	8	8	0	10	17	0	6	6	0	17
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	80	33	38	186	0	14	0	5	0	17	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	196	0	0	122	0	0	402	386	111	368	403	213
Stage 1	-	-	-	-	-	-	114	114	-	272	272	-
Stage 2	-	-	-	-	-	-	287	272	-	95	131	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1389	-	-	1478	-	-	563	551	948	593	539	832
Stage 1	-	-	-	-	-	-	896	805	-	738	688	-
Stage 2	-	-	-	-	-	-	724	688	-	916	792	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1375	-	-	1467	-	-	501	524	935	562	513	810
Mov Cap-2 Maneuver	-	-	-	-	-	-	501	524	-	562	513	-
Stage 1	-	-	-	-	-	-	886	796	-	710	662	-
Stage 2	-	-	-	-	-	-	656	662	-	903	783	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.29	1.27	11.57	10.89
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	566	65	-	-	304	-	-	651
HCM Lane V/C Ratio	0.032	0.003	-	-	0.026	-	-	0.061
HCM Ctrl Dly (s/v)	11.6	7.6	0	-	7.5	0	-	10.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	62	40	18	102	28	11	74	18	9	90	21
Future Volume (veh/h)	26	62	40	18	102	28	11	74	18	9	90	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.97	0.96		0.95	0.96		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1885	1900	1900	1870	1900
Adj Flow Rate, veh/h	34	82	31	24	134	36	14	97	19	12	118	19
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	0	0	2	0
Cap, veh/h	187	427	145	114	543	134	104	580	106	88	613	93
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	278	1046	354	115	1329	329	91	1421	259	56	1501	228
Grp Volume(v), veh/h	147	0	0	194	0	0	130	0	0	149	0	0
Grp Sat Flow(s),veh/h/ln	1678	0	0	1773	0	0	1771	0	0	1785	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.1	0.0	0.0	4.2	0.0	0.0	2.7	0.0	0.0	3.2	0.0	0.0
Prop In Lane	0.23		0.21	0.12		0.19	0.11		0.15	0.08		0.13
Lane Grp Cap(c), veh/h	759	0	0	791	0	0	790	0	0	794	0	0
V/C Ratio(X)	0.19	0.00	0.00	0.25	0.00	0.00	0.16	0.00	0.00	0.19	0.00	0.00
Avail Cap(c_a), veh/h	759	0	0	791	0	0	790	0	0	794	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.4	0.0	0.0	11.8	0.0	0.0	11.3	0.0	0.0	11.4	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.7	0.0	0.0	0.4	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	1.7	0.0	0.0	1.1	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.0	0.0	0.0	12.5	0.0	0.0	11.8	0.0	0.0	12.0	0.0	0.0
LnGrp LOS	B			B			B			B		
Approach Vol, veh/h		147			194			130			149	
Approach Delay, s/veh		12.0			12.5			11.8			12.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.0		30.0		30.0		30.0				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		24.5		24.5		24.5		24.5				
Max Q Clear Time (g_c+I1), s		4.7		5.1		5.2		6.2				
Green Ext Time (p_c), s		0.9		1.1		1.1		1.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			12.1									
HCM 7th LOS			B									

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	119	62	19	90	24	68	108	10	19	146	69
Future Vol, veh/h	48	119	62	19	90	24	68	108	10	19	146	69
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	0	5	0	0	0	10	2	0	0	1	0
Mvmt Flow	55	137	71	22	103	28	78	124	11	22	168	79
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	11.9	10.4	11.7	11.7
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	37%	21%	14%	8%
Vol Thru, %	58%	52%	68%	62%
Vol Right, %	5%	27%	18%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	186	229	133	234
LT Vol	68	48	19	19
Through Vol	108	119	90	146
RT Vol	10	62	24	69
Lane Flow Rate	214	263	153	269
Geometry Grp	1	1	1	1
Degree of Util (X)	0.339	0.393	0.238	0.394
Departure Headway (Hd)	5.707	5.376	5.608	5.267
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	629	669	637	680
Service Time	3.758	3.427	3.667	3.315
HCM Lane V/C Ratio	0.34	0.393	0.24	0.396
HCM Control Delay, s/veh	11.7	11.9	10.4	11.7
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.5	1.9	0.9	1.9

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	78	0	0	189	22	2	4	6	13	0	28
Future Vol, veh/h	17	78	0	0	189	22	2	4	6	13	0	28
Conflicting Peds, #/hr	10	0	23	23	0	10	8	0	5	5	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	7	3	0	0	1	0	0	25	20	9	0	4
Mvmt Flow	19	88	0	0	212	25	2	4	7	15	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	247	0	-	-	-	0	346	373	93	368	361	243
Stage 1	-	-	-	-	-	-	126	126	-	235	235	-
Stage 2	-	-	-	-	-	-	220	247	-	133	126	-
Critical Hdwy	4.17	-	-	-	-	-	7.1	6.75	6.4	7.19	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.75	-	6.19	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.75	-	6.19	5.5	-
Follow-up Hdwy	2.263	-	-	-	-	-	3.5	4.225	3.48	3.581	4	3.336
Pot Cap-1 Maneuver	1290	-	0	0	-	-	612	523	917	576	570	791
Stage 1	-	-	0	0	-	-	883	750	-	753	714	-
Stage 2	-	-	0	0	-	-	787	662	-	854	796	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1278	-	-	-	-	-	574	510	913	550	555	778
Mov Cap-2 Maneuver	-	-	-	-	-	-	574	510	-	550	555	-
Stage 1	-	-	-	-	-	-	869	738	-	746	708	-
Stage 2	-	-	-	-	-	-	749	655	-	825	783	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.41	0	10.48	10.61
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	670	322	-	-	-	687
HCM Lane V/C Ratio	0.02	0.015	-	-	-	0.067
HCM Ctrl Dly (s/v)	10.5	7.9	0	-	-	10.6
HCM Lane LOS	B	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	118	19	3	124	0	0	0	0	12	3	29
Future Vol, veh/h	0	118	19	3	124	0	0	0	0	12	3	29
Conflicting Peds, #/hr	0	0	6	6	0	0	3	0	1	1	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	4
Mvmt Flow	0	148	24	4	155	0	0	0	0	15	4	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	177	0	0	-	328	-	311	340	158
Stage 1	-	-	-	-	-	-	-	165	-	163	163	-
Stage 2	-	-	-	-	-	-	-	163	-	149	177	-
Critical Hdwy	-	-	-	4.1	-	-	-	6.5	-	7.1	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.5	-	6.1	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	-	4	-	3.5	4	3.336
Pot Cap-1 Maneuver	0	-	-	1411	-	0	0	594	0	645	585	882
Stage 1	0	-	-	-	-	0	0	765	0	844	767	-
Stage 2	0	-	-	-	-	0	0	767	0	859	756	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1403	-	-	-	589	-	643	580	880
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	589	-	643	580	-
Stage 1	-	-	-	-	-	-	-	761	-	842	765	-
Stage 2	-	-	-	-	-	-	-	765	-	858	752	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.18	0	10
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	-	43	-	775
HCM Lane V/C Ratio	-	-	-	0.003	-	0.071
HCM Ctrl Dly (s/v)	0	-	-	7.6	0	10
HCM Lane LOS	A	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	-	0	-	0.2

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	4	70	2	4	1	62	255	4	2	173	35
Future Vol, veh/h	50	4	70	2	4	1	62	255	4	2	173	35
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	65	5	91	3	5	1	81	331	5	3	225	45
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.9	8.9	13.3	10.4
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	40%	29%	1%
Vol Thru, %	79%	3%	57%	82%
Vol Right, %	1%	56%	14%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	321	124	7	210
LT Vol	62	50	2	2
Through Vol	255	4	4	173
RT Vol	4	70	1	35
Lane Flow Rate	417	161	9	273
Geometry Grp	1	1	1	1
Degree of Util (X)	0.543	0.233	0.015	0.358
Departure Headway (Hd)	4.688	5.205	5.832	4.725
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	763	683	617	755
Service Time	2.753	3.291	3.832	2.797
HCM Lane V/C Ratio	0.547	0.236	0.015	0.362
HCM Control Delay, s/veh	13.3	9.9	8.9	10.4
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	3.3	0.9	0	1.6

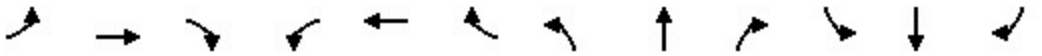
Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	94	29	15	88	0	24	0	20	4	10	35
Future Vol, veh/h	7	94	29	15	88	0	24	0	20	4	10	35
Conflicting Peds, #/hr	22	0	17	17	0	22	29	0	5	5	0	29
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	3
Mvmt Flow	8	113	35	18	106	0	29	0	24	5	12	42

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	128	0	0	165	0	0	342	329	153	299	346	157
Stage 1	-	-	-	-	-	-	165	165	-	164	164	-
Stage 2	-	-	-	-	-	-	177	164	-	135	182	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.327
Pot Cap-1 Maneuver	1470	-	-	1425	-	-	616	593	899	657	580	886
Stage 1	-	-	-	-	-	-	842	766	-	843	766	-
Stage 2	-	-	-	-	-	-	829	766	-	873	753	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1440	-	-	1402	-	-	537	560	880	610	548	843
Mov Cap-2 Maneuver	-	-	-	-	-	-	537	560	-	610	548	-
Stage 1	-	-	-	-	-	-	823	749	-	814	740	-
Stage 2	-	-	-	-	-	-	743	740	-	840	736	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.4	1.11	11	10.29
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	652	93	-	-	262	-	-	739
HCM Lane V/C Ratio	0.081	0.006	-	-	0.013	-	-	0.08
HCM Ctrl Dly (s/v)	11	7.5	0	-	7.6	0	-	10.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	92	32	17	97	34	23	110	14	13	84	23
Future Volume (veh/h)	41	92	32	17	97	34	23	110	14	13	84	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.97		0.95	0.97		0.93	0.85		0.80	0.87		0.80
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1885	1856	1900	1900	1900	1826	1885	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	95	23	18	100	35	24	113	11	13	87	13
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	1	3	0	0	0	5	1	0	0	0	0
Cap, veh/h	209	444	97	109	506	163	138	578	52	107	587	81
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	327	1088	238	104	1239	398	167	1415	127	99	1437	200
Grp Volume(v), veh/h	160	0	0	153	0	0	148	0	0	113	0	0
Grp Sat Flow(s),veh/h/ln	1652	0	0	1741	0	0	1708	0	0	1735	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.0	0.0	3.3	0.0	0.0	3.1	0.0	0.0	2.4	0.0	0.0
Prop In Lane	0.26		0.14	0.12		0.23	0.16		0.07	0.12		0.12
Lane Grp Cap(c), veh/h	751	0	0	778	0	0	767	0	0	775	0	0
V/C Ratio(X)	0.21	0.00	0.00	0.20	0.00	0.00	0.19	0.00	0.00	0.15	0.00	0.00
Avail Cap(c_a), veh/h	751	0	0	778	0	0	767	0	0	775	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.5	0.0	0.0	11.5	0.0	0.0	11.4	0.0	0.0	11.2	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	1.3	0.0	0.0	1.3	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.2	0.0	0.0	12.0	0.0	0.0	12.0	0.0	0.0	11.6	0.0	0.0
LnGrp LOS	B			B			B			B		
Approach Vol, veh/h		160			153			148			113	
Approach Delay, s/veh		12.2			12.0			12.0			11.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	30.0	30.0	30.0	30.0
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	24.5	24.5	24.5	24.5
Max Q Clear Time (g_c+I1), s	5.1	5.4	4.4	5.3
Green Ext Time (p_c), s	1.1	1.2	0.8	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	12.0
HCM 7th LOS	B

Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	90	153	67	26	120	20	72	167	21	17	123	72
Future Vol, veh/h	90	153	67	26	120	20	72	167	21	17	123	72
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	1	8	0	1	0	8	1	0	0	1	0
Mvmt Flow	96	163	71	28	128	21	77	178	22	18	131	77
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	14.6	11.5	13.9	12
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	29%	16%	8%
Vol Thru, %	64%	49%	72%	58%
Vol Right, %	8%	22%	12%	34%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	260	310	166	212
LT Vol	72	90	26	17
Through Vol	167	153	120	123
RT Vol	21	67	20	72
Lane Flow Rate	277	330	177	226
Geometry Grp	1	1	1	1
Degree of Util (X)	0.455	0.515	0.291	0.357
Departure Headway (Hd)	5.916	5.62	5.937	5.702
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	606	636	600	625
Service Time	3.996	3.697	4.029	3.789
HCM Lane V/C Ratio	0.457	0.519	0.295	0.362
HCM Control Delay, s/veh	13.9	14.6	11.5	12
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	2.4	3	1.2	1.6

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	107	0	0	108	9	14	4	17	22	0	59
Future Vol, veh/h	15	107	0	0	108	9	14	4	17	22	0	59
Conflicting Peds, #/hr	31	0	75	75	0	31	18	0	1	1	0	18
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	17	124	0	0	126	10	16	5	20	26	0	69

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	167	0	-	-	-	0	303	326	125	324	321	180
Stage 1	-	-	-	-	-	-	159	159	-	162	162	-
Stage 2	-	-	-	-	-	-	144	167	-	163	159	-
Critical Hdwy	4.1	-	-	-	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1423	-	0	0	-	-	653	595	930	632	599	868
Stage 1	-	-	0	0	-	-	848	770	-	845	768	-
Stage 2	-	-	0	0	-	-	864	764	-	844	770	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1381	-	-	-	-	-	581	570	930	587	574	828
Mov Cap-2 Maneuver	-	-	-	-	-	-	581	570	-	587	574	-
Stage 1	-	-	-	-	-	-	836	759	-	820	745	-
Stage 2	-	-	-	-	-	-	779	741	-	809	759	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.94	0	10.39	10.53
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	708	221	-	-	-	745
HCM Lane V/C Ratio	0.057	0.013	-	-	-	0.126
HCM Ctrl Dly (s/v)	10.4	7.6	0	-	-	10.5
HCM Lane LOS	B	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	-	0.4

Appendix I: 2028 Build Condition HCM Reports

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	78	27	23	158	0	0	0	0	53	12	53
Future Vol, veh/h	0	78	27	23	158	0	0	0	0	53	12	53
Conflicting Peds, #/hr	1	0	12	12	0	1	7	0	0	0	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	63	63	63	63	63	63	63	63	63
Heavy Vehicles, %	0	3	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	124	43	37	251	0	0	0	0	84	19	84

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	179	0	0	-	481	-	448	502	258
Stage 1	-	-	-	-	-	-	-	157	-	324	324	-
Stage 2	-	-	-	-	-	-	-	324	-	124	179	-
Critical Hdwy	-	-	-	4.1	-	-	-	6.5	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.5	-	6.1	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	-	4	-	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1409	-	0	0	487	0	525	474	786
Stage 1	0	-	-	-	-	0	0	771	0	693	653	-
Stage 2	0	-	-	-	-	0	0	653	0	885	755	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1393	-	-	-	467	-	509	454	780
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	467	-	509	454	-
Stage 1	-	-	-	-	-	-	-	763	-	672	634	-
Stage 2	-	-	-	-	-	-	-	634	-	885	747	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.97	0	13.82
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	-	229	-	594
HCM Lane V/C Ratio	-	-	-	0.026	-	0.315
HCM Ctrl Dly (s/v)	0	-	-	7.7	0	13.8
HCM Lane LOS	A	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	-	0.1	-	1.3

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	12	29	8	8	4	64	215	8	1	243	57
Future Vol, veh/h	11	12	29	8	8	4	64	215	8	1	243	57
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	13	14	34	9	9	5	74	250	9	1	283	66
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.7	8.7	10.8	10.6
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	21%	40%	0%
Vol Thru, %	75%	23%	40%	81%
Vol Right, %	3%	56%	20%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	287	52	20	301
LT Vol	64	11	8	1
Through Vol	215	12	8	243
RT Vol	8	29	4	57
Lane Flow Rate	334	60	23	350
Geometry Grp	1	1	1	1
Degree of Util (X)	0.418	0.086	0.035	0.424
Departure Headway (Hd)	4.508	5.122	5.441	4.362
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	798	696	654	826
Service Time	2.54	3.179	3.505	2.393
HCM Lane V/C Ratio	0.419	0.086	0.035	0.424
HCM Control Delay, s/veh	10.8	8.7	8.7	10.6
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	2.1	0.3	0.1	2.1

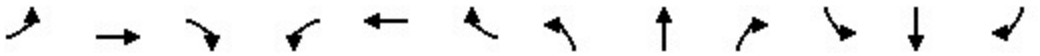
Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	67	22	25	123	0	20	0	22	5	11	15
Future Vol, veh/h	3	67	22	25	123	0	20	0	22	5	11	15
Conflicting Peds, #/hr	10	0	8	8	0	10	17	0	6	6	0	17
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	102	33	38	186	0	30	0	33	8	17	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	196	0	0	143	0	0	423	407	132	389	424	213
Stage 1	-	-	-	-	-	-	135	135	-	272	272	-
Stage 2	-	-	-	-	-	-	287	272	-	117	152	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1389	-	-	1452	-	-	545	536	923	574	525	832
Stage 1	-	-	-	-	-	-	873	788	-	738	688	-
Stage 2	-	-	-	-	-	-	724	688	-	893	775	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1375	-	-	1441	-	-	484	510	910	527	499	810
Mov Cap-2 Maneuver	-	-	-	-	-	-	484	510	-	527	499	-
Stage 1	-	-	-	-	-	-	863	780	-	710	662	-
Stage 2	-	-	-	-	-	-	655	662	-	852	767	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.25	1.28	11.23	11.29
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	641	56	-	-	304	-	-	619
HCM Lane V/C Ratio	0.099	0.003	-	-	0.026	-	-	0.076
HCM Ctrl Dly (s/v)	11.2	7.6	0	-	7.6	0	-	11.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	72	40	21	109	29	11	74	22	10	90	21
Future Volume (veh/h)	26	72	40	21	109	29	11	74	22	10	90	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.97	0.96		0.95	0.96		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1885	1900	1900	1870	1900
Adj Flow Rate, veh/h	34	95	31	28	143	37	14	97	24	13	118	19
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	0	0	2	0
Cap, veh/h	174	457	134	121	540	128	101	557	128	91	609	92
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	249	1118	329	131	1322	314	85	1363	313	64	1492	226
Grp Volume(v), veh/h	160	0	0	208	0	0	135	0	0	150	0	0
Grp Sat Flow(s),veh/h/ln	1696	0	0	1766	0	0	1761	0	0	1781	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.0	0.0	4.6	0.0	0.0	2.9	0.0	0.0	3.2	0.0	0.0
Prop In Lane	0.21		0.19	0.13		0.18	0.10		0.18	0.09		0.13
Lane Grp Cap(c), veh/h	765	0	0	789	0	0	785	0	0	792	0	0
V/C Ratio(X)	0.21	0.00	0.00	0.26	0.00	0.00	0.17	0.00	0.00	0.19	0.00	0.00
Avail Cap(c_a), veh/h	765	0	0	789	0	0	785	0	0	792	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.5	0.0	0.0	11.9	0.0	0.0	11.4	0.0	0.0	11.4	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.8	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	1.9	0.0	0.0	1.1	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.1	0.0	0.0	12.7	0.0	0.0	11.8	0.0	0.0	12.0	0.0	0.0
LnGrp LOS	B			B			B			B		
Approach Vol, veh/h		160			208			135			150	
Approach Delay, s/veh		12.1			12.7			11.8			12.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	30.0	30.0	30.0	30.0
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	24.5	24.5	24.5	24.5
Max Q Clear Time (g_c+I1), s	4.9	5.4	5.2	6.6
Green Ext Time (p_c), s	0.9	1.2	1.1	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	12.2
HCM 7th LOS	B

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	121	62	25	91	25	68	108	17	20	146	69
Future Vol, veh/h	48	121	62	25	91	25	68	108	17	20	146	69
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	0	5	0	0	0	10	2	0	0	1	0
Mvmt Flow	55	139	71	29	105	29	78	124	20	23	168	79
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	12.1	10.7	11.9	11.9
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	35%	21%	18%	9%
Vol Thru, %	56%	52%	65%	62%
Vol Right, %	9%	27%	18%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	193	231	141	235
LT Vol	68	48	25	20
Through Vol	108	121	91	146
RT Vol	17	62	25	69
Lane Flow Rate	222	266	162	270
Geometry Grp	1	1	1	1
Degree of Util (X)	0.354	0.401	0.255	0.4
Departure Headway (Hd)	5.737	5.436	5.666	5.331
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	626	658	630	673
Service Time	3.793	3.49	3.728	3.384
HCM Lane V/C Ratio	0.355	0.404	0.257	0.401
HCM Control Delay, s/veh	11.9	12.1	10.7	11.9
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.6	1.9	1	1.9

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	78	0	0	189	41	2	4	6	28	0	28
Future Vol, veh/h	17	78	0	0	189	41	2	4	6	28	0	28
Conflicting Peds, #/hr	10	0	23	23	0	10	8	0	5	5	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	7	3	0	0	1	0	0	25	20	9	0	4
Mvmt Flow	19	88	0	0	212	46	2	4	7	31	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	268	0	-	-	-	0	346	394	93	378	371	253
Stage 1	-	-	-	-	-	-	126	126	-	245	245	-
Stage 2	-	-	-	-	-	-	220	268	-	133	126	-
Critical Hdwy	4.17	-	-	-	-	-	7.1	6.75	6.4	7.19	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.75	-	6.19	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.75	-	6.19	5.5	-
Follow-up Hdwy	2.263	-	-	-	-	-	3.5	4.225	3.48	3.581	4	3.336
Pot Cap-1 Maneuver	1267	-	0	0	-	-	612	508	917	566	562	780
Stage 1	-	-	0	0	-	-	883	750	-	743	707	-
Stage 2	-	-	0	0	-	-	787	647	-	854	796	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1255	-	-	-	-	-	573	495	913	541	548	767
Mov Cap-2 Maneuver	-	-	-	-	-	-	573	495	-	541	548	-
Stage 1	-	-	-	-	-	-	869	738	-	736	700	-
Stage 2	-	-	-	-	-	-	749	641	-	825	783	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.42	0	10.55	11.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	662	322	-	-	-	634
HCM Lane V/C Ratio	0.02	0.015	-	-	-	0.099
HCM Ctrl Dly (s/v)	10.6	7.9	0	-	-	11.3
HCM Lane LOS	B	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	56	38	0	149	0	3
Future Vol, veh/h	56	38	0	149	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	25	25	25	25	25
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	224	152	0	596	0	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	300
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	744
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	744
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.92
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	744	-	-	-
HCM Lane V/C Ratio	0.016	-	-	-
HCM Ctrl Dly (s/v)	9.9	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	11	31	0	0	58
Future Vol, veh/h	15	11	31	0	0	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	25	25	25	25	25	25
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	60	44	124	0	0	232

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	356	124	0	-	-	-
Stage 1	124	-	-	-	-	-
Stage 2	232	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	646	932	-	0	0	-
Stage 1	907	-	-	0	0	-
Stage 2	811	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	646	932	-	-	-	-
Mov Cap-2 Maneuver	646	-	-	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	811	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.64	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	743	-
HCM Lane V/C Ratio	-	0.14	-
HCM Ctrl Dly (s/v)	-	10.6	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.5	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	118	20	3	125	0	0	0	0	12	4	29
Future Vol, veh/h	0	118	20	3	125	0	0	0	0	12	4	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	4
Mvmt Flow	0	148	25	4	156	0	0	0	0	15	5	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	173	0	0	-	324	-	311	336	156
Stage 1	-	-	-	-	-	-	-	160	-	164	164	-
Stage 2	-	-	-	-	-	-	-	164	-	148	173	-
Critical Hdwy	-	-	-	4.1	-	-	-	6.5	-	7.1	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.5	-	6.1	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	-	4	-	3.5	4	3.336
Pot Cap-1 Maneuver	0	-	-	1417	-	0	0	597	0	645	588	884
Stage 1	0	-	-	-	-	0	0	769	0	843	766	-
Stage 2	0	-	-	-	-	0	0	766	0	860	760	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1417	-	-	-	596	-	643	586	884
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	596	-	643	586	-
Stage 1	-	-	-	-	-	-	-	769	-	841	764	-
Stage 2	-	-	-	-	-	-	-	764	-	860	760	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.18	0	10.03
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	-	42	-	772
HCM Lane V/C Ratio	-	-	-	0.003	-	0.073
HCM Ctrl Dly (s/v)	0	-	-	7.5	0	10
HCM Lane LOS	A	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	-	0	-	0.2

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	4	70	2	4	1	62	255	4	2	173	35
Future Vol, veh/h	51	4	70	2	4	1	62	255	4	2	173	35
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	66	5	91	3	5	1	81	331	5	3	225	45
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.9	8.9	13.3	10.5
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	41%	29%	1%
Vol Thru, %	79%	3%	57%	82%
Vol Right, %	1%	56%	14%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	321	125	7	210
LT Vol	62	51	2	2
Through Vol	255	4	4	173
RT Vol	4	70	1	35
Lane Flow Rate	417	162	9	273
Geometry Grp	1	1	1	1
Degree of Util (X)	0.543	0.235	0.015	0.358
Departure Headway (Hd)	4.693	5.208	5.835	4.73
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	763	682	617	753
Service Time	2.757	3.295	3.835	2.802
HCM Lane V/C Ratio	0.547	0.238	0.015	0.363
HCM Control Delay, s/veh	13.3	9.9	8.9	10.5
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	3.3	0.9	0	1.6

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	7	100	29	15	88	0	28	0	28	6	10	35
Future Vol, veh/h	7	100	29	15	88	0	28	0	28	6	10	35
Conflicting Peds, #/hr	22	0	17	17	0	22	29	0	5	5	0	29
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	3
Mvmt Flow	8	120	35	18	106	0	34	0	34	7	12	42

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	128	0	0	172	0	0	349	336	160	307	353	157
Stage 1	-	-	-	-	-	-	172	172	-	164	164	-
Stage 2	-	-	-	-	-	-	177	164	-	142	189	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.327
Pot Cap-1 Maneuver	1470	-	-	1417	-	-	609	588	890	650	575	886
Stage 1	-	-	-	-	-	-	835	760	-	843	766	-
Stage 2	-	-	-	-	-	-	829	766	-	865	747	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1440	-	-	1394	-	-	531	555	872	596	543	843
Mov Cap-2 Maneuver	-	-	-	-	-	-	531	555	-	596	543	-
Stage 1	-	-	-	-	-	-	816	743	-	814	740	-
Stage 2	-	-	-	-	-	-	743	740	-	823	731	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.39	1.11	11.08	10.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	660	89	-	-	262	-	-	729
HCM Lane V/C Ratio	0.102	0.006	-	-	0.013	-	-	0.084
HCM Ctrl Dly (s/v)	11.1	7.5	0	-	7.6	0	-	10.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	96	32	18	100	34	23	110	16	13	84	23
Future Volume (veh/h)	41	96	32	18	100	34	23	110	16	13	84	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.97		0.95	0.97		0.93	0.85		0.80	0.87		0.80
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1885	1856	1900	1900	1900	1826	1885	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	99	23	19	103	35	24	113	13	13	87	13
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	1	3	0	0	0	5	1	0	0	0	0
Cap, veh/h	205	453	95	112	508	158	136	568	60	107	587	81
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	317	1109	233	108	1244	388	163	1391	147	99	1437	200
Grp Volume(v), veh/h	164	0	0	157	0	0	150	0	0	113	0	0
Grp Sat Flow(s),veh/h/ln	1658	0	0	1741	0	0	1701	0	0	1735	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.5	0.0	0.0	3.4	0.0	0.0	3.2	0.0	0.0	2.4	0.0	0.0
Prop In Lane	0.26		0.14	0.12		0.22	0.16		0.09	0.12		0.12
Lane Grp Cap(c), veh/h	752	0	0	778	0	0	764	0	0	775	0	0
V/C Ratio(X)	0.22	0.00	0.00	0.20	0.00	0.00	0.20	0.00	0.00	0.15	0.00	0.00
Avail Cap(c_a), veh/h	752	0	0	778	0	0	764	0	0	775	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.5	0.0	0.0	11.5	0.0	0.0	11.5	0.0	0.0	11.2	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	1.4	0.0	0.0	1.3	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.2	0.0	0.0	12.1	0.0	0.0	12.0	0.0	0.0	11.6	0.0	0.0
LnGrp LOS	B			B			B			B		
Approach Vol, veh/h		164			157			150			113	
Approach Delay, s/veh		12.2			12.1			12.0			11.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	30.0	30.0	30.0	30.0
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	24.5	24.5	24.5	24.5
Max Q Clear Time (g_c+I1), s	5.2	5.5	4.4	5.4
Green Ext Time (p_c), s	1.1	1.2	0.8	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	12.0
HCM 7th LOS	B

Intersection	
Intersection Delay, s/veh	13.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	90	154	67	28	120	20	72	167	24	17	123	72
Future Vol, veh/h	90	154	67	28	120	20	72	167	24	17	123	72
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	1	8	0	1	0	8	1	0	0	1	0
Mvmt Flow	96	164	71	30	128	21	77	178	26	18	131	77
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	14.7	11.6	14	12
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	29%	17%	8%
Vol Thru, %	63%	50%	71%	58%
Vol Right, %	9%	22%	12%	34%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	263	311	168	212
LT Vol	72	90	28	17
Through Vol	167	154	120	123
RT Vol	24	67	20	72
Lane Flow Rate	280	331	179	226
Geometry Grp	1	1	1	1
Degree of Util (X)	0.46	0.518	0.296	0.359
Departure Headway (Hd)	5.924	5.639	5.958	5.724
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	604	635	597	622
Service Time	4.007	3.718	4.051	3.812
HCM Lane V/C Ratio	0.464	0.521	0.3	0.363
HCM Control Delay, s/veh	14	14.7	11.6	12
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	2.4	3	1.2	1.6

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	107	0	0	108	17	14	4	17	27	0	59
Future Vol, veh/h	15	107	0	0	108	17	14	4	17	27	0	59
Conflicting Peds, #/hr	31	0	75	75	0	31	18	0	1	1	0	18
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	17	124	0	0	126	20	16	5	20	31	0	69

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	176	0	-	-	-	0	303	336	125	329	326	184
Stage 1	-	-	-	-	-	-	159	159	-	166	166	-
Stage 2	-	-	-	-	-	-	144	176	-	163	159	-
Critical Hdwy	4.1	-	-	-	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1412	-	0	0	-	-	653	588	930	628	596	863
Stage 1	-	-	0	0	-	-	848	770	-	840	764	-
Stage 2	-	-	0	0	-	-	864	757	-	844	770	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1370	-	-	-	-	-	581	563	930	583	570	823
Mov Cap-2 Maneuver	-	-	-	-	-	-	581	563	-	583	570	-
Stage 1	-	-	-	-	-	-	836	759	-	815	742	-
Stage 2	-	-	-	-	-	-	778	735	-	809	759	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.94	0	10.4	10.72
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	707	221	-	-	-	729
HCM Lane V/C Ratio	0.058	0.013	-	-	-	0.137
HCM Ctrl Dly (s/v)	10.4	7.7	0	-	-	10.7
HCM Lane LOS	B	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	-	0.5

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	118	15	0	103	0	1
Future Vol, veh/h	118	15	0	103	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	25	25	25	25	25
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	472	60	0	412	0	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	502
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	573
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	573
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	11.32
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	573	-	-	-
HCM Lane V/C Ratio	0.007	-	-	-
HCM Ctrl Dly (s/v)	11.3	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	4	52	0	0	54
Future Vol, veh/h	5	4	52	0	0	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	25	25	25	25	25	25
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	20	16	208	0	0	216

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	424	208	0	-	-	-
Stage 1	208	-	-	-	-	-
Stage 2	216	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	591	837	-	0	0	-
Stage 1	832	-	-	0	0	-
Stage 2	825	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	591	837	-	-	-	-
Mov Cap-2 Maneuver	591	-	-	-	-	-
Stage 1	832	-	-	-	-	-
Stage 2	825	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.59	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	680	-
HCM Lane V/C Ratio	-	0.053	-
HCM Ctrl Dly (s/v)	-	10.6	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.2	-



CANOPY TREE

UNDERSTORY TREE

SHRUBS

GROUNDCOVERS

PARCEL BOUNDARY

0 10' 20'

FULL SCALE: 1"=10'

HALF SCALE: 1"=20'

NO.	DATE	DWN	CHKD	APPVD	DESCRIPTION
					REVISIONS

SCALE: AS SHOWN
DATE: 4/15/2026
DRAWN: CAC
CHECKED: AJS
APPROVED: GNL

LANDSCAPE RENDER

EL CORTEX DEVELOPMENT
CITY OF WINTER PARK, FLORIDA

SEAL

gai consultants
EB 9951
618 E SOUTH ST. SUITE 700
ORLANDO, FLORIDA 32801
PHONE: (407) 423-8398

PROJECT NO./DASH NO.
R251293.00

SHEET
L-102

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PLAN LEGEND:

— — — —	PROJECT PROPERTY LINE
———	EXISTING FEATURE
═══	PROPOSED IMPROVEMENTS
X	TREE REMOVAL

0 10' 20'

FULL SCALE: 1"=10'
HALF SCALE: 1"=20'

CLEARING AND GRUBBING NOTES

1. PRIOR TO CLEARING AND GRUBBING, ALL SILT FENCE EROSION CONTROL DEVICES AND SEDIMENT CONTROL BASINS SHALL BE INSTALLED AND OPERATIONAL.
2. ALL INDICATED MATERIALS TO BE CLEARED, GRUBBED AND REMOVED FROM THE CONSTRUCTION AREA INCLUDE, BUT ARE NOT LIMITED TO THE FOLLOWING: ALL TREES, STUMPS, ROOTS, BRUSH, TRASH, ORGANIC MATTER WITHIN THE SITE, CURBING, PAVING, MISCELLANEOUS STRUCTURES (IF ANY), AND OTHER DEBRIS.
3. GRUBBING SHALL CONSIST OF COMPLETELY REMOVING ROOTS, STUMPS, TRASH AND OTHER DEBRIS FROM SITE, SO THAT THE TOPSOIL IS FREE OF ROOTS AND DEBRIS. TOPSOIL IS TO BE LEFT SUFFICIENTLY CLEAN SO THAT FURTHER PICKING AND RAKING WILL NOT BE REQUIRED.
4. BURNING OF TREES, ROOTS, OR ANY KIND OF MATERIALS WILL NOT BE ALLOWED ANYWHERE ON THE SITE.
5. THE CONTRACTOR SHALL EXERCISE SPECIAL PRECAUTIONS FOR THE PROTECTION AND PRESERVATION OF TREES, SOD, FENCES, ETC., SITUATED WITHIN THE VICINITY OF THE PROJECT AREA OR TREE SAVE AREAS BUT NOT DIRECTLY WITHIN EXCAVATION AND/OR FILL LIMITS. THE CONTRACTOR SHALL BE HELD LIABLE FOR ANY DAMAGE AS A RESULT OF HIS OPERATIONS.
6. TREES WHICH ARE SEVERELY DAMAGED OR DESTROYED BY CLEARING OPERATIONS OUTSIDE THE CLEARING LIMITS WILL BE PAID FOR BY THE CONTRACTOR IN WHOLE. MINOR DAMAGE INFLICTED TO TREE BRANCHES AND TRUNKS WILL BE REPAIRED, AT NO COST TO THE OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING TREE PROTECTION FENCING AROUND TREE SAVE AREAS WITHIN THE SITE, AS SHOWN ON PLANS OR DIRECTED BY THE MUNICIPAL AUTHORITY. THE TREE PROTECTION FENCING SHALL BE IN ACCORDANCE WITH MUNICIPAL STANDARDS AND REQUIREMENTS.
7. ALL TRASH, DEBRIS AND OTHER MATERIALS REMOVED FROM THE SITE SHALL BE PROPERLY DISPOSED OF BY THE CONTRACTOR IN ACCORDANCE WITH LOCAL, STATE & FEDERAL REGULATIONS.



NO.	DATE	DWN	CHKD	APPVD	DESCRIPTION
					REVISIONS

SCALE:	AS SHOWN
DATE:	5/4/2026
DRAWN:	CAC
CHECKED:	AJS
APPROVED:	GNL

DEMOLITION AND SWPP PLAN

EL CORTEZ DEVELOPMENT
CITY OF WINTER PARK, FLORIDA

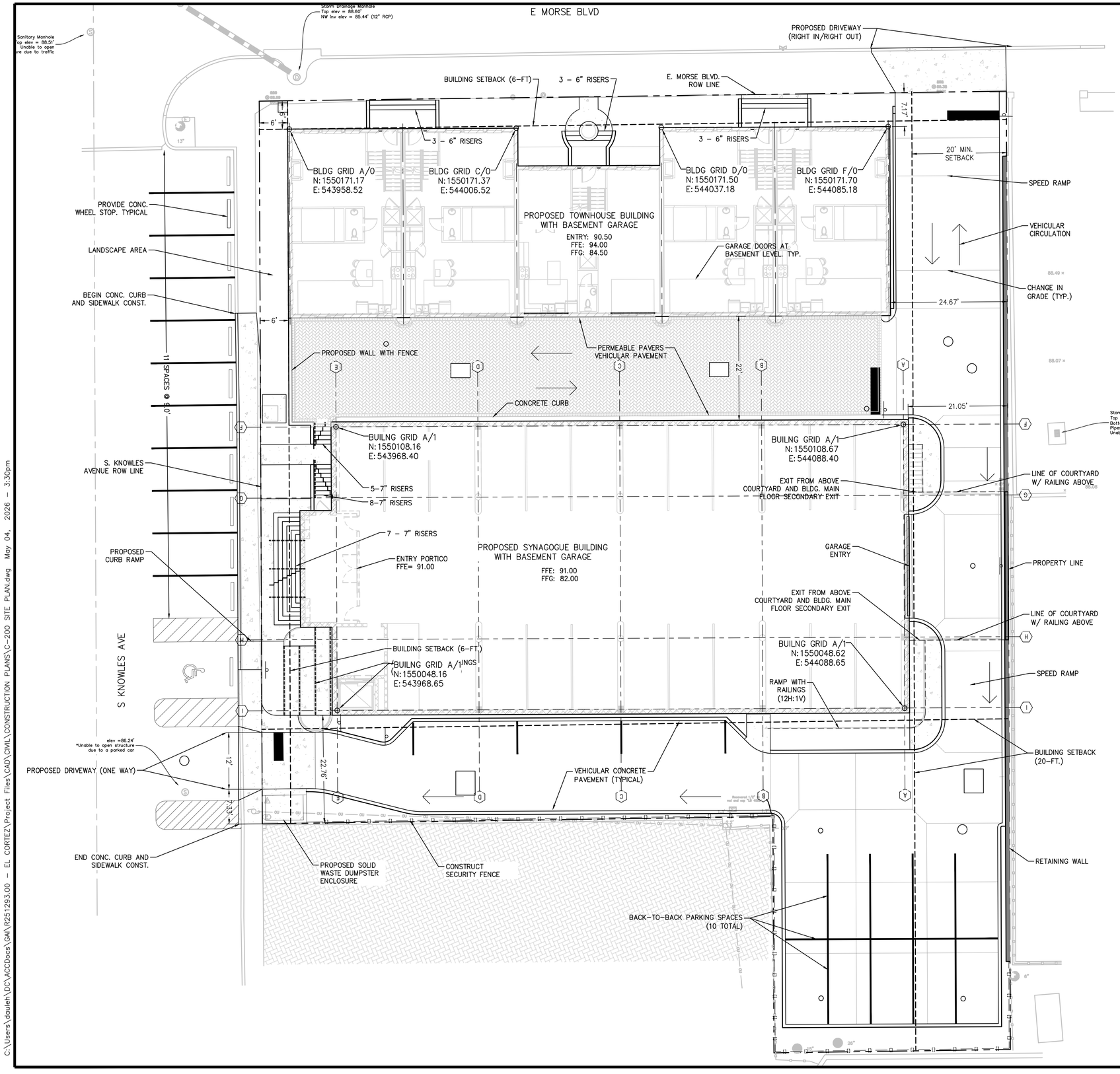
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PROJECT NO./DASH NO.
R251293.00

SHEET
C-100

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PLAN LEGEND:

- PROJECT PROPERTY LINE
- EXISTING FEATURE
- PROPOSED IMPROVEMENTS

0 10' 20'

FULL SCALE: 1"=10'
HALF SCALE: 1"=20'

SITE DATA TABLE			
	REQUIRED/ ALLOWED/EXISTING	PROVIDED	Exception or Waiver
PARCEL ID	07-22-30-8776-00-120		
PARCEL ACREAGE	0.61		
IMPERVIOUS AREA (AC)	0.46	0.52	
IMPERVIOUS SURFACE RATIO (ISR)	75% MAX	85%	X
FLOOR AREA RATIO (FAR)	200% MAX	99.9% PROPOSED	
UNIT COUNT	38 UNITS (EXISTING) MAX 17 UNIT / ACRE (10 UNITS)	5 UNITS	
BUILDING HEIGHT	40' (PER R4 DISTRICTS WITHIN THE CBD)	40' PLUS ARCHITECTURAL FEATURES	
FUTURE LAND USE DESIGNATION	HIGH DENSITY RESIDENTIAL		
ZONING DESIGNATION	R4 AND THE CENTRAL BUSINESS DISTRICT OVERLAY		
ON-SITE SOILS	URBAN LAND, 0 TO 2 PERCENT SLOPES		
FLOOD PLAIN	NOT WITHIN 100 YEAR FLOODPLAIN #12095C0255F EFFECTIVE SEPT 25,2009. (ZONE X)		
ON-SITE VEGETATION	GRASS PARKING ISLANDS	BUILDING LANDSCAPING	
PEDESTRIAN/ BIKE FACILITITES	MULTIFAMILY 1 PER 3 UNITS (2 REQUIRED)	WITHIN INDIVIDUAL GARAGES	
ON STREET PARKING SPACES	18 EXISTING	18	
ADA PARKING SPACES	1 (ON STREET) REQUIRED 1 (OFF STREET) REQUIRED	1 (ON STREET) PROVIDED 1 (OFF STREET) PROVIDED IN GARAGE	
OFF STREET PARKING SPACES	2.5 PER UNIT (PER R-3) REQUIRED: 13 SPACES SYNAGOGUE 80-SEATS, RATIO IS 4:1, REQUIRED: 20 SPACES TOTAL REQUIRED: 33 SPACES	PROVIDED 2 PER TOWNHOME IN INDIVIDUAL GARAGES PROVIDED: 10 SPACES SURFACE SPACES PROVIDED: 13 SPACES 10 STACKED SPACES 3 PARALLEL SPACES (TO BE SHARED WITH TOWNHOMES) GARAGE SPACES PROVIDED: 22 SPACES (1 ADA) TOTAL PROVIDED 45 SPACES	
BUILDING SETBACKS	E MORSE BLVD: 25' MIN. S KNOWLES AVE: 25' MIN. SIDE YARD: 5' MIN. REAR YARD: 5' MIN.	E MORSE BLVD: 6' S KNOWLES AVE: 6' SIDE YARD: 20' REAR YARD: 22'	X

NOTES:

1. SIDEWALK CONSTRUCTION TO MEET ADA REQUIREMENTS.
   1.1. RAMPS MAXIMUM SLOPE 1:12 (8.33%).
   1.2. SIDEWALK / CROSSWALK MAXIMUM CROSS SLOPE 2.0%.
2. ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
3. PROPER SIGNAGE SHALL BE INSTALLED BY CONTRACTOR AT ALL INTERSECTING AND TERMINATED ROADS WITHIN THE PROJECT BOUNDARIES PER LOCAL GOVERNING REQUIREMENTS.
4. SIDEWALK REQUIREMENTS:
   - THE SIDEWALK CROSS SLOPE MUST NOT EXCEED 2%
   - IF THE LONGITUDINAL SLOPE OF THE SIDEWALK PATH EXCEEDS 1:20 IS CONSIDERED A RAMP AND A LEVEL LANDING MUST BE PROVIDED FOR EVERY 30-INCH CHANGE IN ELEVATION AND IN SUCH CASES HANDRAILS MAY BE REQUIRED.
9. SIDEWALK CURB RAMP REQUIREMENTS:
   - A LANDING MUST BE PROVED AT THE TOP OF RAMP WITH SLOPE THAT DOES NOT EXCEED 2% IN ANY DIRECTION.
   - THE CROSS SLOPE MUST NOT EXCEED 2%
   - THE LONGITUDINAL SLOPE MUST NOT EXCEED 1:12.
   - THE RAMP SHALL HAVE A DETECTABLE WARNING SURFACE THAT SPANS THE FULL WIDTH OF THE DROP CURB/FLUSH CURB.

NO.	DATE	DWN	CHKD	APPVD	DESCRIPTION
					REVISIONS

SCALE: AS SHOWN
DATE: 5/4/2026
DRAWN: CAC
CHECKED: AJS
APPROVED: GNL

SITE PLAN

EL CORTEZ DEVELOPMENT
CITY OF WINTER PARK, FLORIDA

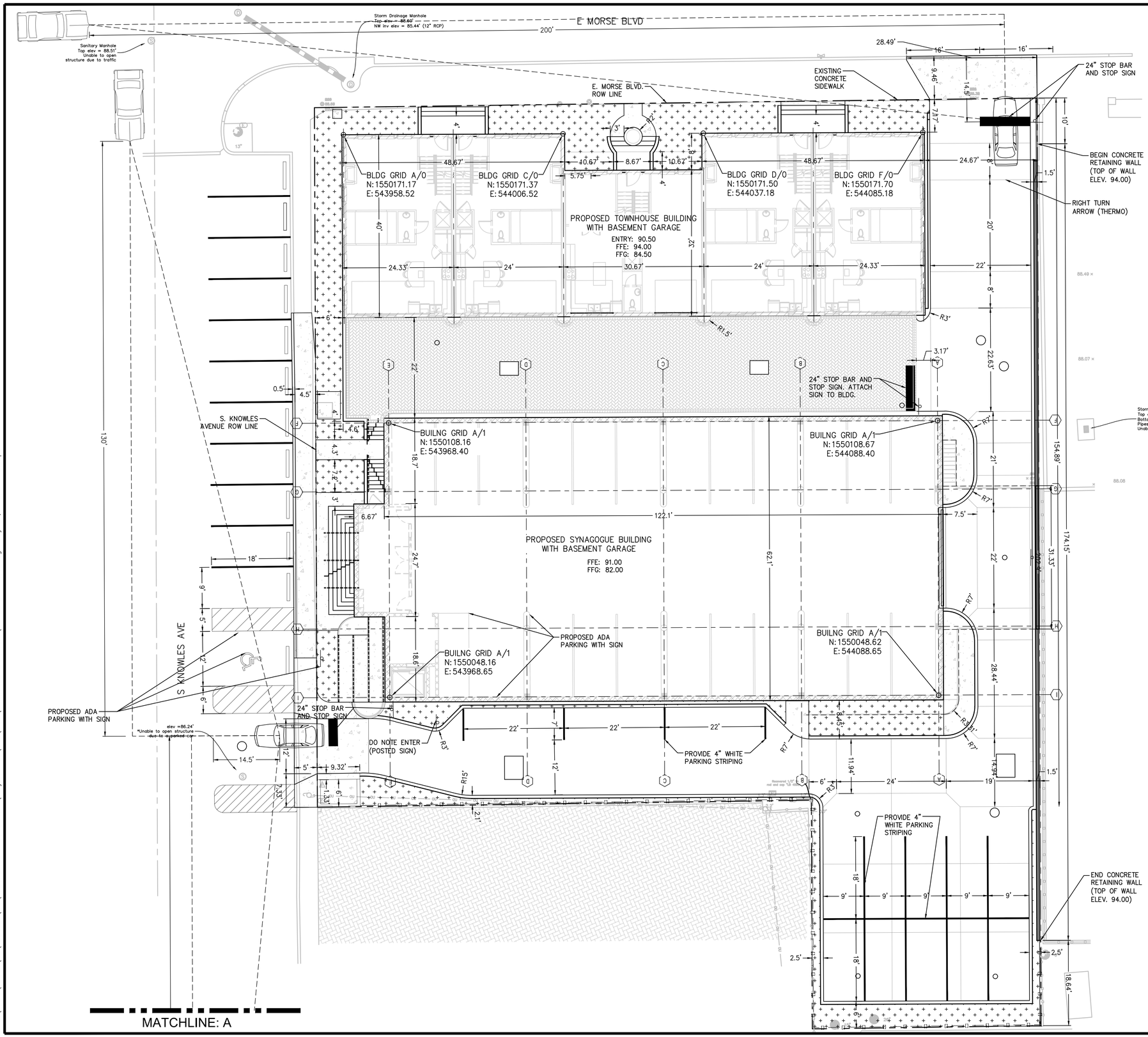
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PROJECT NO./DASH NO.
R251293.00

SHEET
C-200

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PLAN LEGEND:

- PROJECT PROPERTY LINE
- EXISTING FEATURE
- PROPOSED IMPROVEMENTS

0 20' 40'

FULL SCALE: 1"=20'
HALF SCALE: 1"=40'

SITE TRIANGLE DATA
FDOT DESIGN MANUAL
SECTION 212.11
EXHIBIT 212-5
POSTED SPEED LIMIT = 25 MPH
DESIGN SPEED = 25 MPH
REQ. DISTANCE= 200 FT (LEFT)
REQ. DISTANCE= 130 FT (RIGHT)

MATCHLINE: A

NO.	DATE	DWN	CHKD	APPVD	DESCRIPTION
					REVISIONS

SCALE: AS SHOWN
DATE: 5/4/2026
DRAWN: CAC
CHECKED: AJS
APPROVED: GNL

GEOMETRY AND SIGNAGE PLAN

EL CORTEZ DEVELOPMENT
CITY OF WINTER PARK, FLORIDA

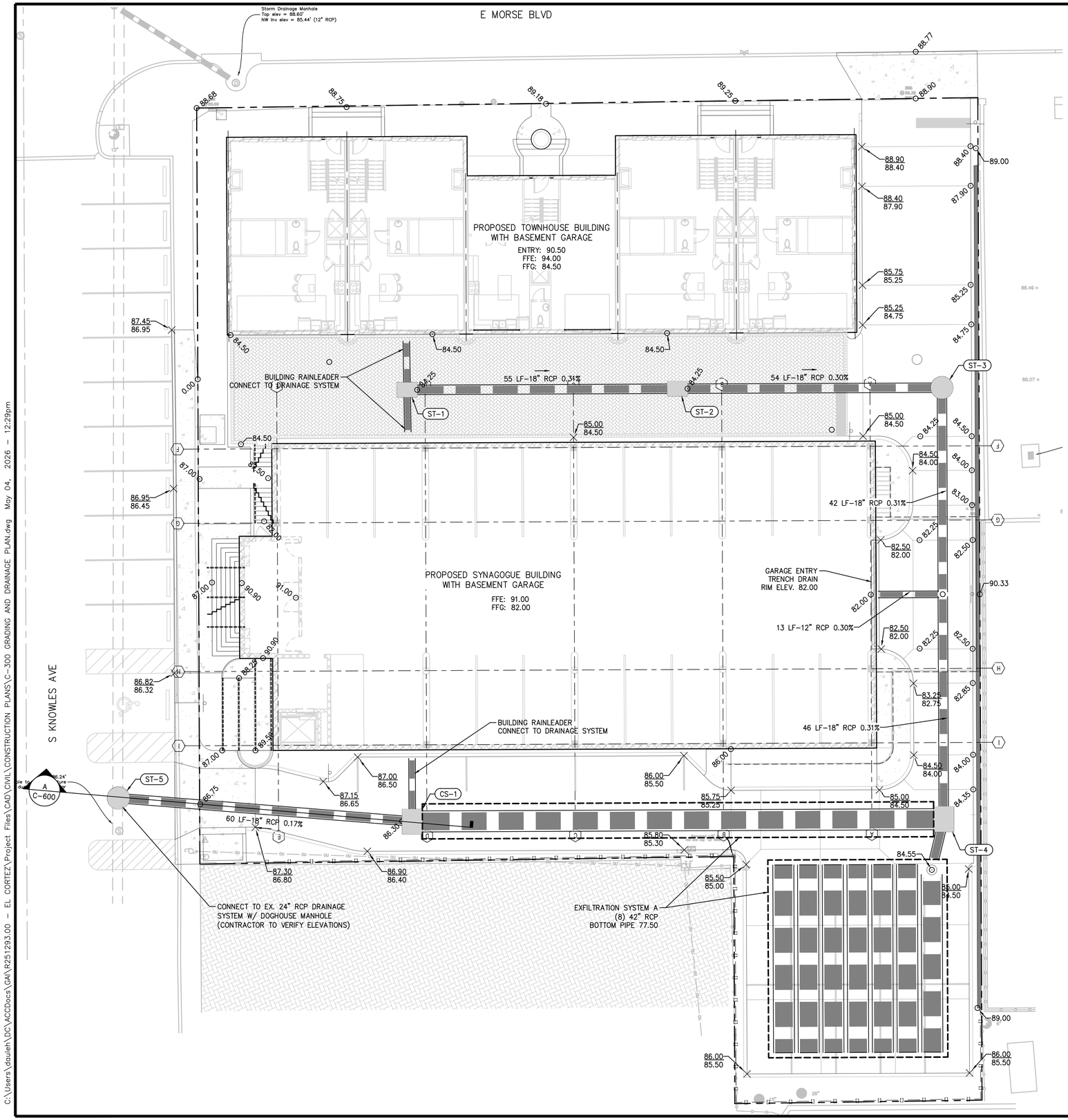
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C-210

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PLAN LEGEND:

- PROJECT PROPERTY LINE
- EXISTING FEATURE
- PROPOSED IMPROVEMENTS

0 10' 20'

FULL SCALE: 1"=10'
HALF SCALE: 1"=20'

DRAINAGE STRUCTURE TABLE				
STRUCTURE NAME	STRUCTURE DESCRIPTION	NORTHING EASTING	TOP ELEVATION	PIPE INVERT
CS-1	TYPE D CONTROL STRUCTURE	N:1550032.77 E:543995.7709	86.30	INV IN=77.50 E 42" RCP INV IN=79.50 N 12" HDPE INV OUT=79.00 W 18" RCP
ST-1	TYPE C INLET	N:1550120.07 E:543994.7313	84.25	INV IN=78.60 N 12" HDPE INV IN=78.60 S 12" HDPE INV OUT=78.10 E 18" RCP
ST-2	TYPE C INLET	N:1550120.30 E:544049.3975	84.25	INV IN=77.93 W 18" RCP INV OUT=77.93 E 18" RCP
ST-3	STORM MANHOLE	N:1550120.53 E:544102.8990	84.50	INV IN=77.77 W 18" RCP INV OUT=77.77 S 18" RCP
ST-4	TYPE D INLET	N:1550033.23 E:544103.2707	84.50	INV IN=77.50 S 18" RCP INV IN=77.50 N 18" RCP INV OUT=77.50 W 42" RCP
ST-5	DOGHOUSE MANHOLE	N:1550037.50 E:543936.3198	86.25	INV IN=78.90 E 18" RCP

Pipe Table				
NAME	SIZE	LENGTH	SLOPE	MATERIAL
EX DP	24"	184.37'	0.04%	RCP
Pipe – (273)	18"	54.67'	0.31%	RCP
Pipe – (274)	18"	53.50'	0.30%	RCP
Pipe – (275)	18"	41.80'	0.31%	RCP
Pipe – (275) (1)	18"	45.50'	0.31%	RCP
Pipe – (278)	18"	59.64'	0.17%	RCP
Pipe – (279)	12"	10.17'	1.08%	HDPE
Pipe – (282)	12"	13.39'	0.30%	RCP
Pipe – (289)	42"	36.93'	0.00%	PERF. CMP
Pipe – (290)	18"	10.49'	0.00%	RCP
Pipe – (291)	42"	38.00'	0.00%	PERF. CMP
Pipe – (292)	42"	107.50'	0.00%	RCP
Pipe – (293)	42"	38.00'	0.00%	PERF. CMP
Pipe – (294)	42"	38.00'	0.00%	PERF. CMP
Pipe – (295)	42"	38.00'	0.00%	PERF. CMP
Pipe – (296)	42"	38.00'	0.00%	PERF. CMP
Pipe – (300)	42"	38.00'	0.00%	PERF. CMP
Pipe – (312)	12"	13.06'	1.00%	HDPE
Pipe – (313)	12"	8.84'	1.02%	HDPE

REVISIONS				
NO.	DATE	DWN	CHKD	APPVD

DESCRIPTION

SCALE: AS SHOWN
DATE: 5/4/2026
DRAWN: CAC
CHECKED: AJS
APPROVED: GNL

GRADING AND DRAINAGE PLAN

EL CORTEZ DEVELOPMENT
CITY OF WINTER PARK, FLORIDA

SEAL
GABRIEL N. LEYVA
LICENSE No. 66991
STATE OF FLORIDA
PROFESSIONAL ENGINEER

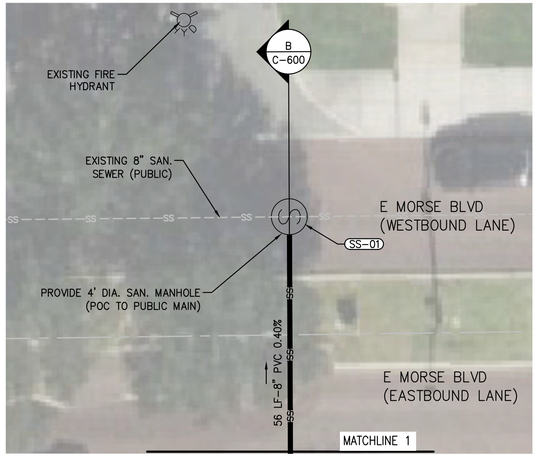
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618 E SOUTH ST. SUITE 700
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PHONE: (407) 423-8398

PROJECT NO./DASH NO.
R251293.00

SHEET
C-300

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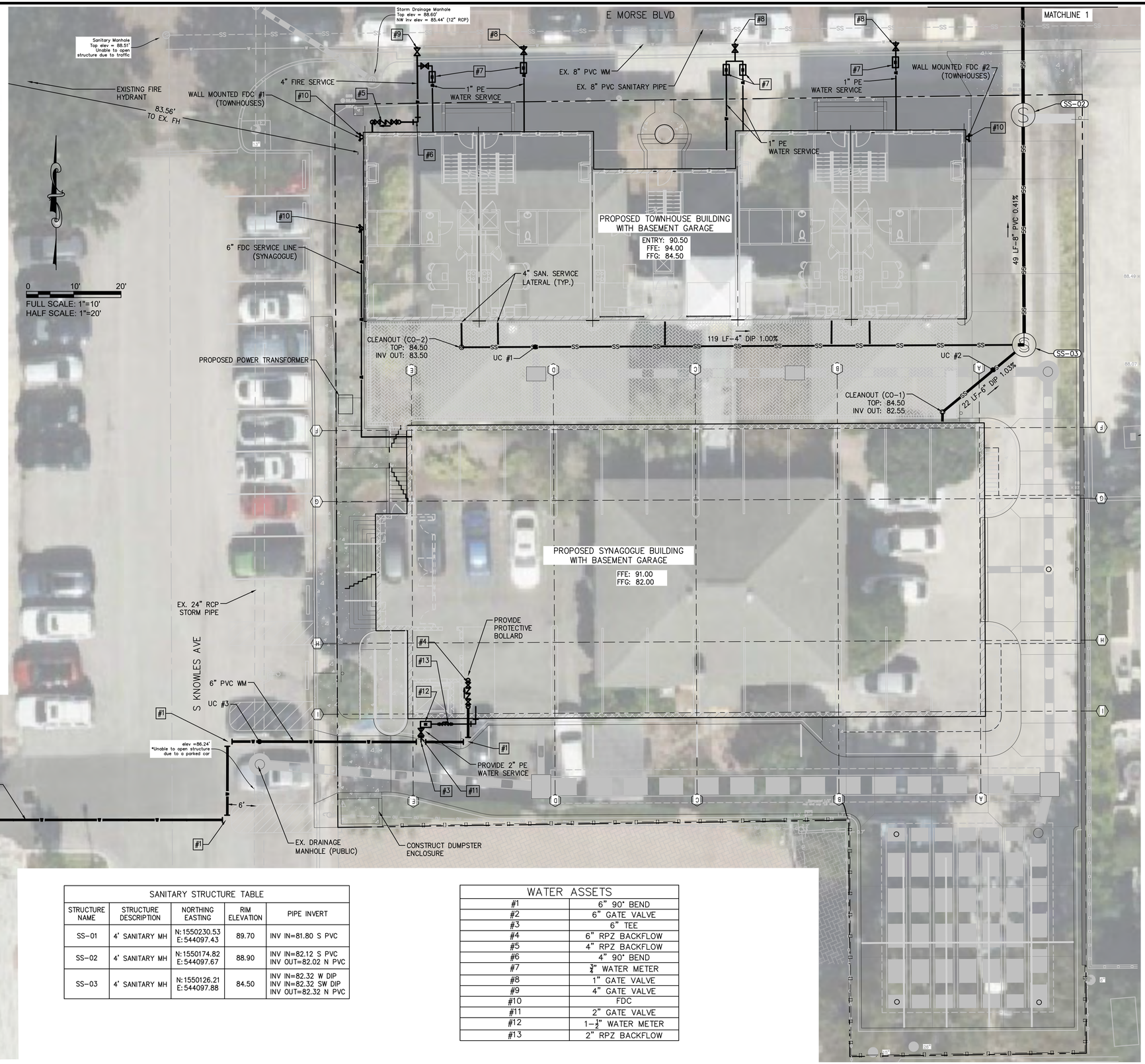


PLAN LEGEND

- PROPERTY LINE
- RIGHT OF WAY
- BUILDING SETBACK
- EASEMENT
- RW — RECLAIM MAIN
- WATER MAIN
- SS — SEWER PIPE

NOTES:

1. ALL GRAVITY SEWER MAINS SHALL BE PVC SDR26 (COLORED GREEN) UNLESS OTHERWISE NOTED.
2. ALL WATER MAINS SHALL BE PVC DR18 (COLORED BLUE) UNLESS OTHERWISE NOTED.
3. SEE DETAIL SHEET FOR EXACT LOCATION OF METERS BOXES AND SERVICES WITH RESPECT TO LOT LINES.
4. CONSTRUCT FDC (FIRE DEPT. CONNECTION) PER DETAILS ON SHEET C-501



SANITARY STRUCTURE TABLE				
STRUCTURE NAME	STRUCTURE DESCRIPTION	NORTHING EASTING	RIM ELEVATION	PIPE INVERT
SS-01	4' SANITARY MH	N: 1550230.53 E: 544097.43	89.70	INV IN=81.80 S PVC
SS-02	4' SANITARY MH	N: 1550174.82 E: 544097.67	88.90	INV IN=82.12 S PVC INV OUT=82.02 N PVC
SS-03	4' SANITARY MH	N: 1550126.21 E: 544097.88	84.50	INV IN=82.32 W DIP INV IN=82.32 SW DIP INV OUT=82.32 N PVC

WATER ASSETS	
#1	6" 90° BEND
#2	6" GATE VALVE
#3	6" TEE
#4	6" RPZ BACKFLOW
#5	4" RPZ BACKFLOW
#6	4" 90° BEND
#7	¾" WATER METER
#8	1" GATE VALVE
#9	4" GATE VALVE
#10	FDC
#11	2" GATE VALVE
#12	1–½" WATER METER
#13	2" RPZ BACKFLOW

REVISIONS					
NO.	DATE	DWN	CHKD	APPVD	DESCRIPTION

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DATE:	4/21/2026
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UTILITY PLAN

EL CORTEZ DEVELOPMENT
CITY OF WINTER PARK, FLORIDA

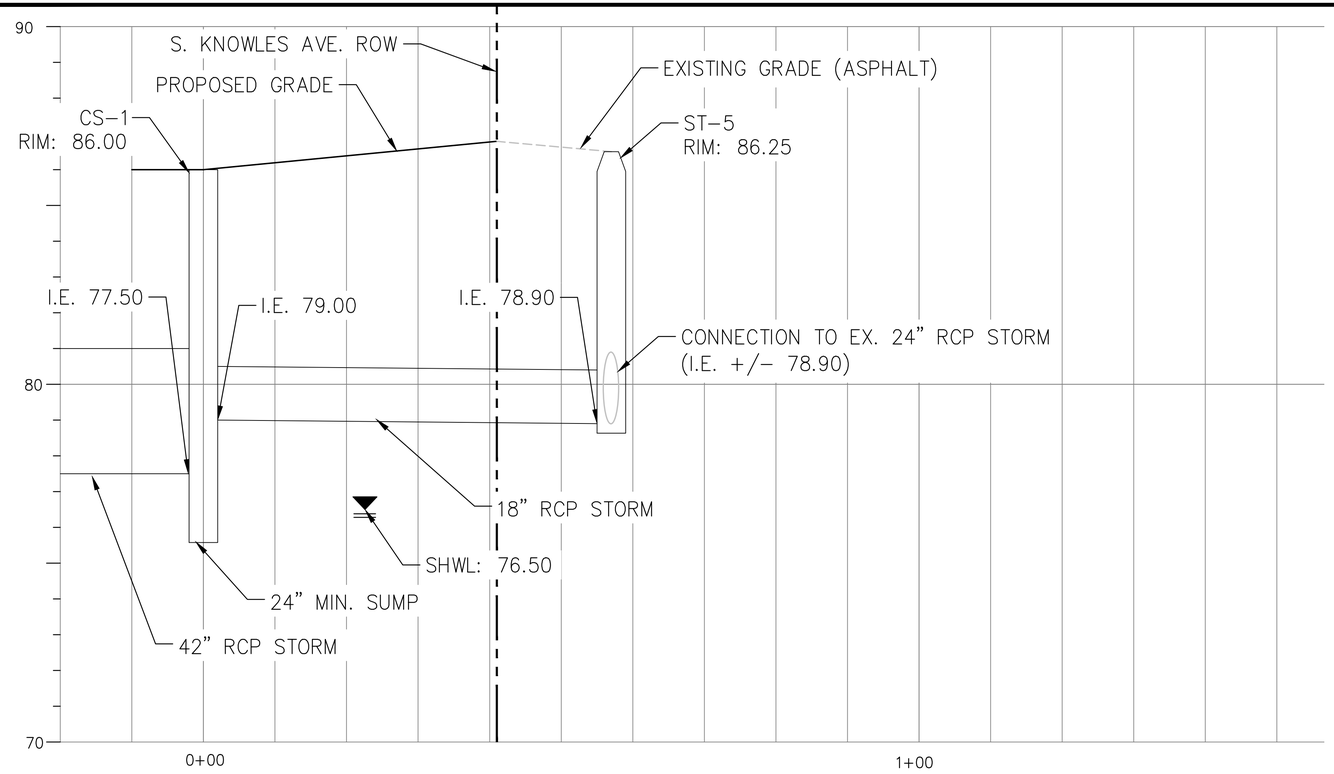
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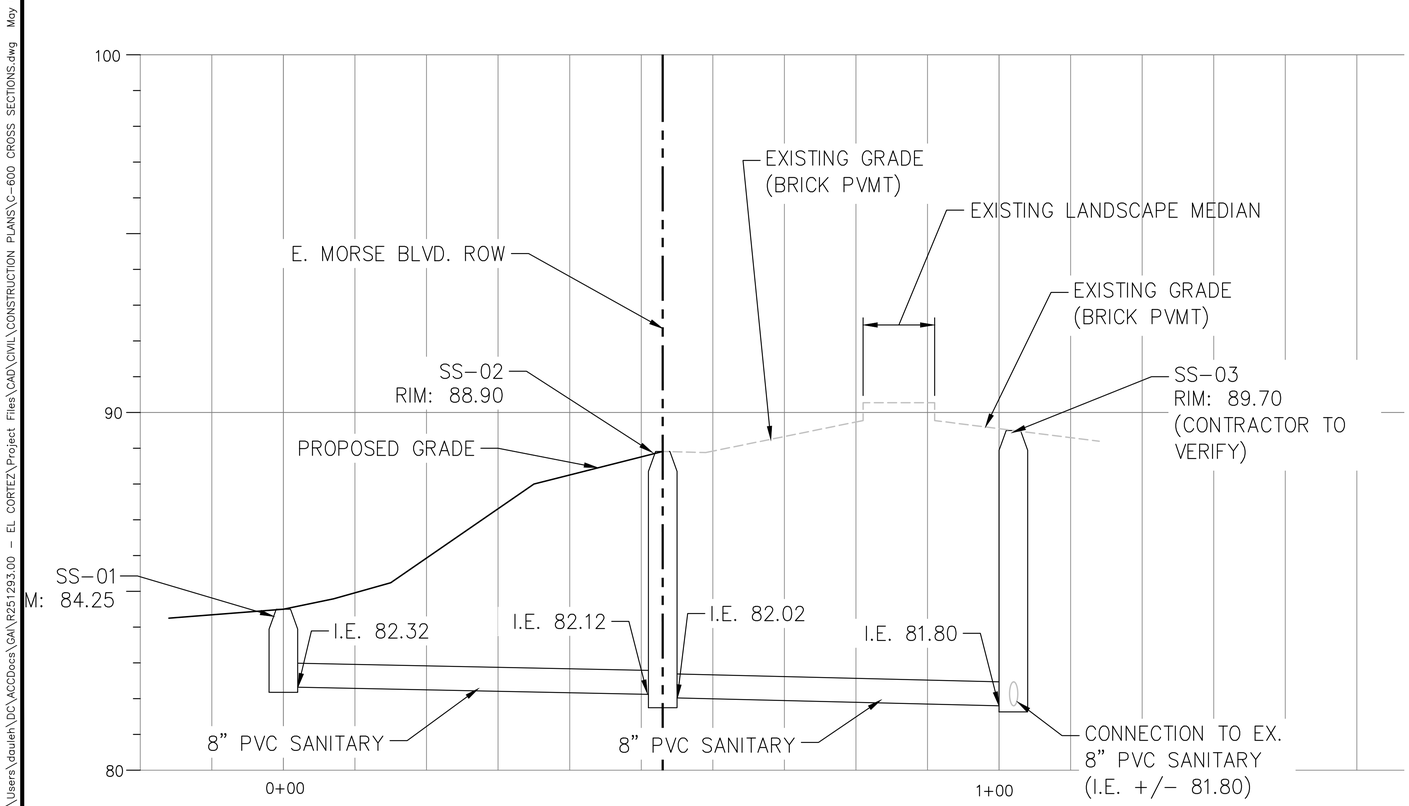
SHEET
C-400

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SECTION A (REFER TO SHEET C-300)

SCALE: 1"=10' HORZ
1"=2' VERT



SECTION A (REFER TO SHEET C-400)

SCALE: 1"=10' HORZ
1"=2' VERT

NO.	DATE	DWN	CHKD	APPVD	DESCRIPTION
					REVISIONS

SCALE:	AS SHOWN
DATE:	4/30/2026
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CROSS SECTIONS

EL CORTEZ DEVELOPMENT
CITY OF WINTER PARK, FLORIDA

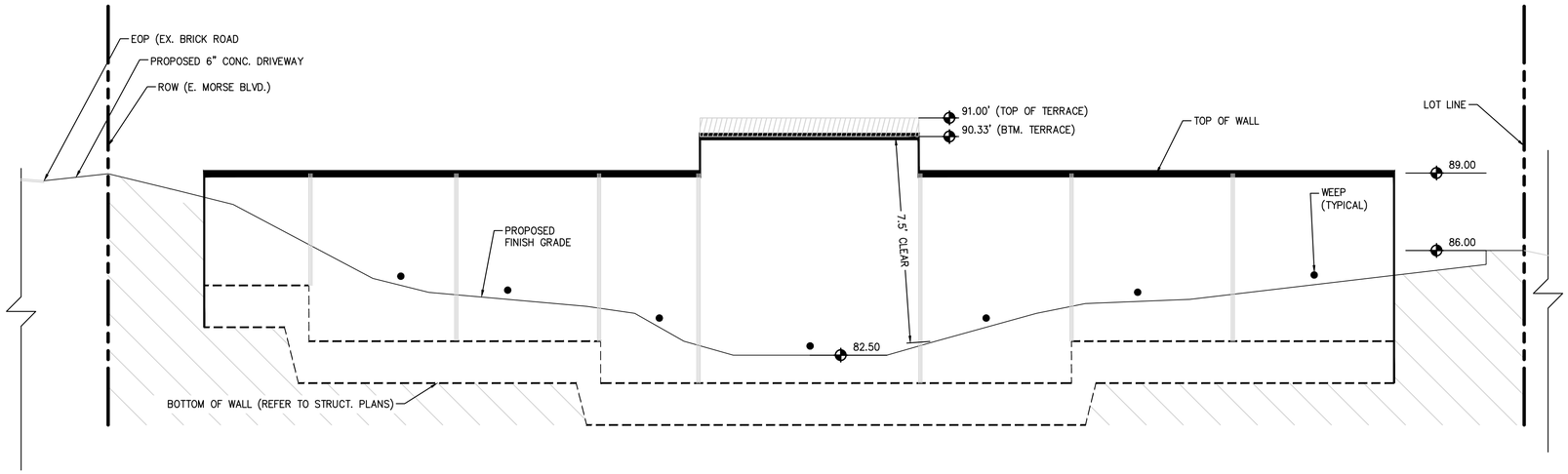
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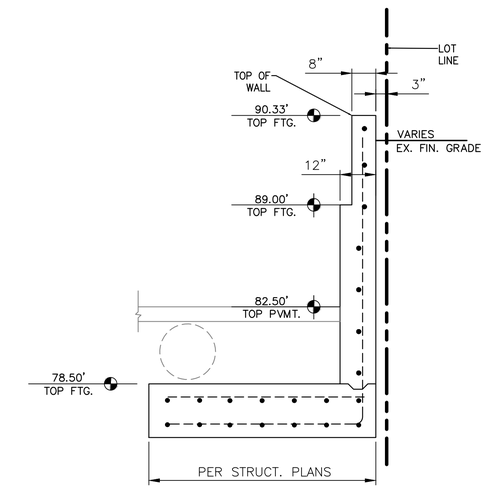
SHEET
C-600

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A / C-610 CAST IN PLACE CONCRETE RETAINING WALL ELEVATION

N.T.S.



B / C-610 CAST IN PLACE CONCRETE RETAINING WALL SECTION

N.T.S.

NO.	DESCRIPTION	DATE	DWN	CHKD	APPVD
	REVISIONS				

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DRAWN:	CAC
CHECKED:	AJS
APPROVED:	GNL

RETAINING WALL DETAILS

EL CORTEZ DEVELOPMENT
CITY OF WINTER PARK, FLORIDA

SEAL

GABRIEL N. LEYVA
LICENSE No. 66991
STATE OF FLORIDA
PROFESSIONAL ENGINEER

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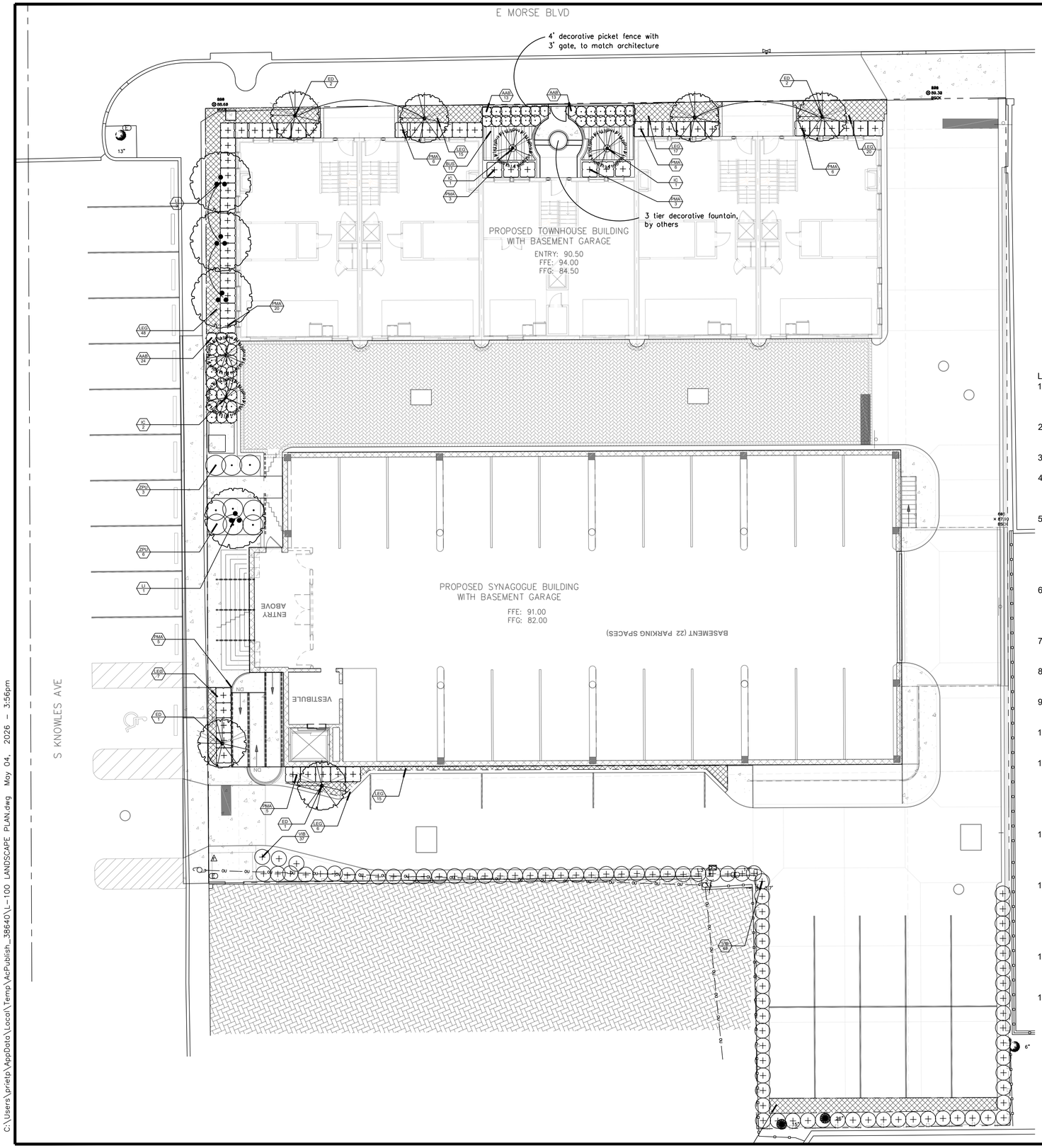
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SHEET
C-610

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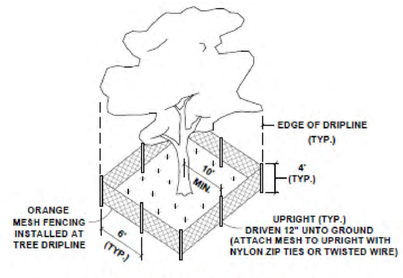


PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CALIPER			REMARKS
TREES							
	ED	6	ELAEOCARPUS DECIPIENS / JAPANESE BLUEBERRY	2 1/2" CAL. MIN.			SINGLE STRAIGHT TRUNK, 4' C.T. 14'-16' HT X 6'-8' SPRD
	IC	4	ILEX X 'EAGLESTON' / EAGLESTON HOLLY	2" CAL. MIN.			FULL TO GROUND, 10' HT X 4'-5' SPRD
	LI	4	LAGERSTROEMIA INDICA / CRAPE MYRTLE	2 1/2" CAL. MIN.			MULTI-TRUNK, 14' HT X 6'-8' SPRD
SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONTAINER	SIZE		REMARKS
SHRUBS							
	AAB	50	AGAPANTHUS AFRICANUS 'BLUE' / BLUE AFRICAN LILY	3 GAL	15" - 18" OA		FULL & THICK, 30" OC
	PMA	54	PODOCARPUS MACROPHYLLA / PODOCARPUS	3 GAL	24" X 15"-18"		FULL TO BASE, 36" O.C.
	VIB	85	VIBURNUM SUSPENSUM / VIBURNUM	7 GAL	30" X 15"-18"		FULL. 36" O.C.
	ZPU	9	ZAMIA PUMILA / COONTIE	7 GAL	18"-24" OA		FULL & THICK
SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONTAINER	SIZE	SPACING	REMARKS
SHRUB AREAS							
	BUS	21	BUXUS SEMPERVIRENS / BOXWOOD	3 GAL	NON-NATIVE	30" o.c.	FULL & THICK, 30" O.C.
	LEG	162	LIRIOPE MUSCARI 'BIG BLUE' / LIRIOPE	1 GAL.	NON-NATIVE	24" o.c.	6-8 PPP, FULL & THICK, 24" O.C.

LANDSCAPE NOTES:

1. In the event of variation between the quantities shown on the plant list and the plans, the plans shall control. Sod & Mulch quantity take-offs are the responsibility of the landscape contractor.
2. No plant material substitutions shall be permitted or will be accepted without the written consent of the Landscape Architect.
3. All plantings shall be backfilled with the best of the on-site soil.
4. The landscape contractor is responsible for the immediate repair, at his/her own expense, to any on-site utilities damaged by these landscape construction operations.
5. It is the responsibility of the landscape contractor to prevent plants from falling or being blown over. The landscape contractor shall straighten, repair, and/or replace any plants damaged by a failure to properly stake or guy any trees on-site, at his/her own expense. The landscape contractor shall not be responsible for any trees blown over or damaged by winds in excess of 50 miles per hour.
6. Unless otherwise stated on these plans, the landscape contractor shall only be responsible for fine grading of the planting and sodding areas. Fine grading is described as the final .10 of grade to be achieved.
7. The landscape contractor shall assure that this work does not interrupt existing or projected drainage patterns.
8. All sod must be placed with staggered joints, tightly butted, with no gaps or overlapping pieces. All sod shall be rolled.
9. All planting beds shall be top dressed with 3" of pine bark nugget mulch.
10. The landscape contractor shall remove his/her excess waste material from the project site on a daily basis.
11. Maintenance shall be the responsibility of the landscape contractor until such time as final acceptance of the project has been granted by the Landscape Architect. Maintenance shall include watering, mulching, weeding, pruning, replacement of dead and dying plants, cutting sod and any other operation necessary for the proper care of these plants.
12. All trees, shrubs, ground covers and sod shall be guaranteed for one year from date of substantial completion of this project. Replacement of material shall be guaranteed for an additional one year.
13. The landscape contractor shall not be responsible to honor any warranty for the loss of any trees, shrubs, ground covers, or sod caused by flooding, fire, freezing temperatures, winds over 50 miles per hour, lightning or any other natural disaster. The landscape contractor is also not responsible for any damage caused by vandalism or negligence on the part of the owner.
14. All plant material shall be Florida Number 1 or better in quality as described in Florida Grades and Standards for Nursery Plants, Florida Department of Agriculture.
15. The Landscape Architect shall have the right, at any time during these operations to reject any and all plant material and workmanship which in his/her opinion does not meet the requirements of these specifications.



TYP. CITY TREE PROTECTION DETAIL

N.T.S.

TREE BARRICADES ARE REQUIRED AROUND ALL TREES WHICH HAVE BEEN DESIGNATED ON THE SITE PLAN TO BE RETAINED AND PROTECTED. PRIOR TO ANY CLEARING OR CONSTRUCTION ACTIVITY OCCURING ON THE SITE, TREE BARRICADES SHALL BE CONSTRUCTED BY THE CONTRACTOR AND APPROVED BY BY THE CITY. TREE BARRICADES SHALL BE PLACED AT THE EDGE OF THE DRIPLINE OR A MINIMUM OF 10' FROM THE TRUNK OF THE TREE, WHICH EVER IS GREATER.

FOR THE BARRIER THE CITY RECOMMENDS SAFETY BARRICADE FENCING.

NOTE: EXISTING TREES IN LANDSCAPE BUFFER SHALL ALSO BE PROTECTED.

TREE REMOVAL NOTE:

1. TREE BARRICADES ARE REQUIRED AROUND ALL TREES WHICH HAVE BEEN DESIGNATED ON THE SITE PLAN TO BE RETAINED AND PROTECTED. PRIOR TO ANY CLEARING OR CONSTRUCTION ACTIVITY OCCURRING ON THE SITE, TREE BARRICADES SHALL BE CONSTRUCTED BY THE CONTRACTOR AND APPROVED BY THE CITY.

0 10' 20'
FULL SCALE: 1"=10'
HALF SCALE: 1"=20'

REVISIONS

NO.	DATE	DWN	CHKD	APPVD	DESCRIPTION

SCALE: AS SHOWN
DATE: 5/4/2026
DRAWN: CAC
CHECKED: AJS
APPROVED: GNL

LANDSCAPE PLAN

EL CORTEX DEVELOPMENT
CITY OF WINTER PARK, FLORIDA

SEAL

gai consultants
EB 9951
618 E SOUTH ST, SUITE 700
ORLANDO, FLORIDA 32801
PHONE: (407) 423-8398

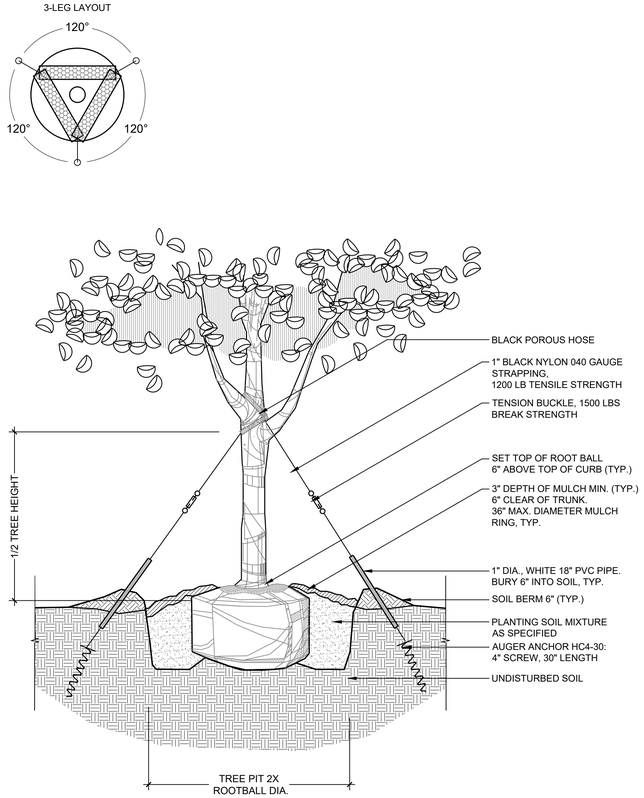
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L-100

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NOTE:

1. CONTRACTOR SHALL ASSURE PERCOLATION OF ALL PLANTING PITS PRIOR TO INSTALLATION.

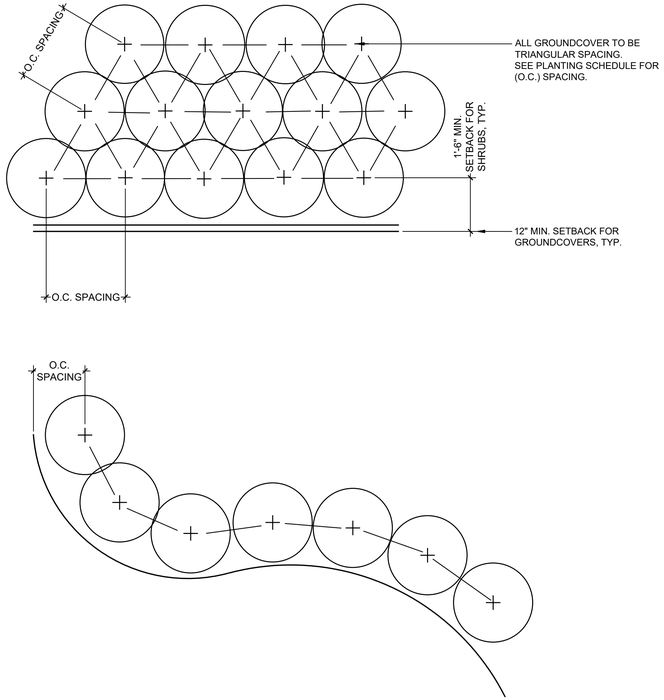


1 TREE PLANTING (65-300 GAL)

SCALE: NTS

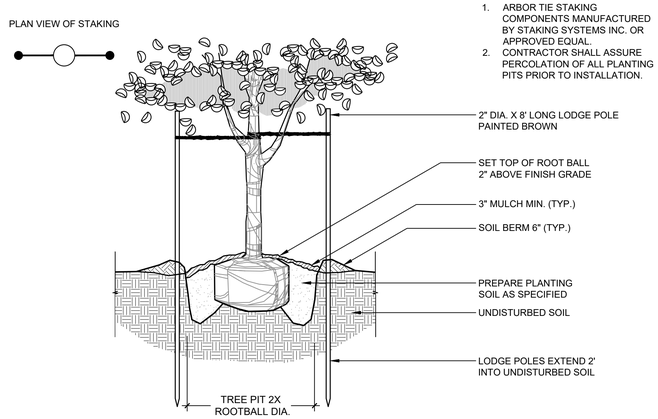
NOTES:

1. THE PERIMETER OF ALL CURVED PLANTING BEDS SHALL BE PLANTED WITH A ROW OF GROUNDCOVER AS SHOWN IN THE PLANS AND AT THE SPACING SHOWN IN THE PLANT LIST. INTERIOR PORTIONS OF EACH BED SHALL BE PLANTED AT APPROPRIATE SPACING ACCORDING TO THIS PLANT SPACING DETAIL.



2 SHRUB PLANTING

SCALE: NTS

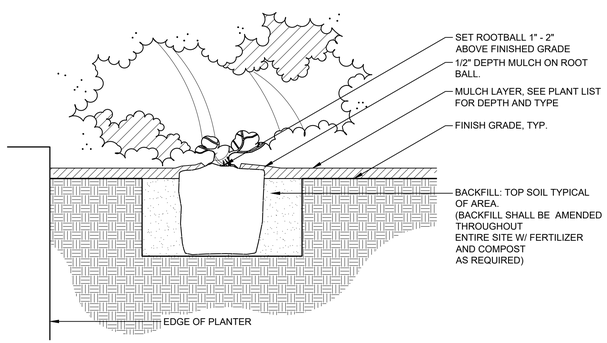


3 TREE PLANTING (15-30 GAL)

SCALE: NTS

NOTES:

1. PRUNE ANY BROKEN BRANCHES



4 SHRUB PLANTING

SCALE: NTS

NO.	DATE	DWN	CHKD	APPVD	DESCRIPTION
					REVISIONS

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DATE: 5/4/2026
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LANDSCAPE DETAILS

EL CORTEX DEVELOPMENT
CITY OF WINTER PARK, FLORIDA

SEAL

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CANOPY TREE

UNDERSTORY TREE

SHRUBS

GROUNDCOVERS

PARCEL BOUNDARY

0 10' 20'

FULL SCALE: 1"=10'

HALF SCALE: 1"=20'

NO.	DATE	DWN	CHKD	APPVD	DESCRIPTION
					REVISIONS

SCALE: AS SHOWN
DATE: 5/4/2026
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APPROVED: GNL

LANDSCAPE RENDER

EL CORTEX DEVELOPMENT
CITY OF WINTER PARK, FLORIDA

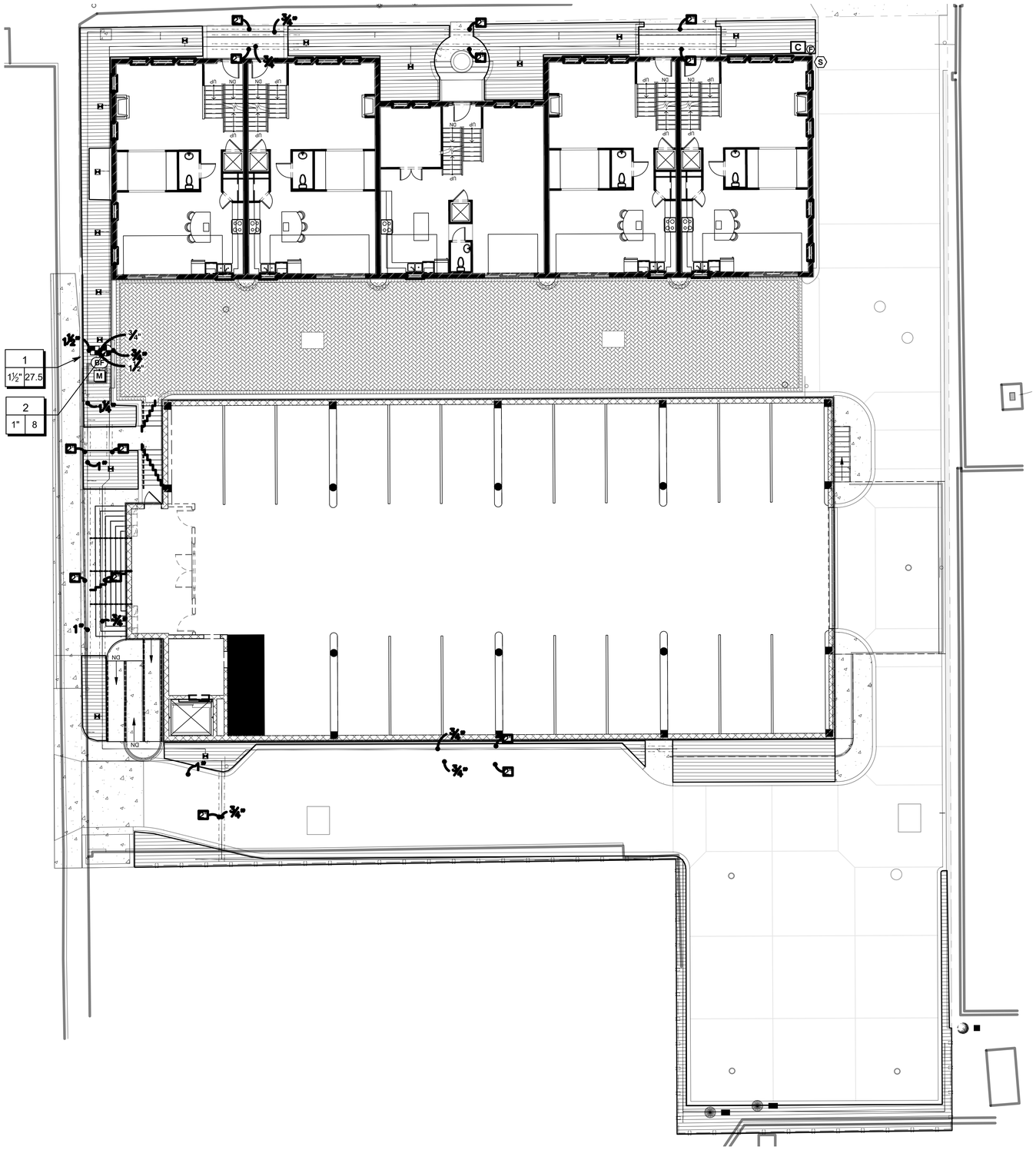
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IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
1401 1402 1404	Rain Bird 1800-1400 Flood Fixed flow rate 0.25 GPM - 2.0 GPM, full circle bubbler, 1/2in. FIPT.	16

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
	Hunter ICZ-151-XL-40 Drip Control Zone Kit. 1-1/2in. ICV Globe Valve with 1in. HY100 filter system. Pressure Regulation: 40psi. Flow Range: 20 GPM to 60 GPM, with single station decoder in each valve box.	1
F	Netafim TLFV-1 Automatic Flush Valve, with Insert Inlet	2
	Area to Receive Dripline Rain Bird XFCV-09-12 XFCV On-Surface Landscape Dripline with a Heavy-Duty 3.5 psi Check Valve. 0.9 GPH emitters at 12" O.C. Dripline laterals spaced at 16" apart, with emitters offset for triangular pattern. Great for elevation change. Specify XF insert fittings.	1,832 lf

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
	Rain Bird DVF-SS Electric Remote Control Valve, Slip x Slip. 1in. Plastic Residential Valve. With Flow Control.	1
BF	Febco 825Y 1-1/2" Reduced Pressure Backflow Preventer	1
C	Rain Bird ESPLXME2 12 Station Traditionally-Wired, Commercial Controller. Indoor/Outdoor, Plastic Wall-Mount Enclosure.	1
S	Rain Bird WR2-RFS Wireless Rain/Freeze Sensor.	1
M	Water Meter 1" 1" Potable meter	1
	Irrigation Lateral Line: PVC Class 200 SDR 21	1,148 lf
	Irrigation Mainline: PVC Schedule 40	6.8 lf
	Pipe Sleeve: PVC Schedule 40	380.4 lf

Valve Callout



CRITICAL ANALYSIS

Generated:	2026-04-21 15:05
P.O.C. NUMBER: 01	
Water Source Information:	1" Potable meter
FLOW AVAILABLE	
Water Meter Size:	1"
Flow Available	37.5 GPM
PRESSURE AVAILABLE	
Static Pressure at POC:	50 PSI
Elevation Change:	5.00 ft
Service Line Size:	2"
Length of Service Line:	20 ft
Pressure Available:	48 PSI
DESIGN ANALYSIS	
Maximum Station Flow:	27.48 GPM
Flow Available at POC:	37.5 GPM
Residual Flow Available:	10.02 GPM
Design Pressure:	20 PSI
Friction Loss:	4.75 PSI
Fittings Loss:	0.48 PSI
Elevation Loss:	0 PSI
Loss through Valve:	2.37 PSI
Pressure Req. at Critical Station:	27.6 PSI
Loss for Fittings:	0.01 PSI
Loss for Main Line:	0.11 PSI
Loss for POC to Valve Elevation:	0 PSI
Loss for Backflow:	12.2 PSI
Loss for Water Meter:	4.49 PSI
Critical Station Pressure at POC:	44.4 PSI
Pressure Available:	48 PSI
Residual Pressure Available:	3.62 PSI

VALVE SCHEDULE

NUMBER	MODEL	SIZE	TYPE	GPM	WIRE	PSI	PSI @ POC	PRECIP
1	Hunter ICZ-151-XL-40	1-1/2"	Area for Dripline	27.48	140.4	27.6	44.4	1.08 in/h
2	Rain Bird PEB	1"	Bubbler	8	139.5	22.6	35.5	1.7 in/h
	Common Wire				6.8			

WATERING SCHEDULE

NUMBER	MODEL	TYPE	PRECIP	IN./WEEK	MIN./WEEK	GAL./WEEK	GAL./DAY
1	Hunter ICZ-151-XL-40	Area for Dripline	1.08 in/h	1	56	1,539	
2	Rain Bird PEB	Bubbler	1.7 in/h	1	36	288	
		TOTALS:			92	1,827	

NO.	DATE	DWN	CHKD	APPVD	DESCRIPTION
					REVISIONS

SCALE: AS SHOWN
DATE: 5/4/2026
DRAWN: CAC
CHECKED: AJS
APPROVED: GNL

IRRIGATION PLAN

EI CORTEZ

SEAL

gai consultants
EB 9951
618 E SOUTH ST. SUITE 700
ORLANDO, FLORIDA 32801
PHONE: (407) 423-8398

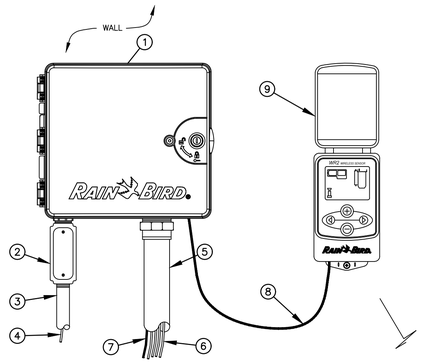
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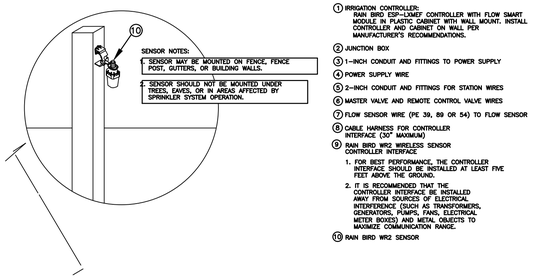
SHEET
IR-1

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GENERAL NOTES:

1. Irrigation system design requirements: See critical analysis. The irrigation Contractor shall verify the available GPM and PSI prior to installation of the system.
2. Do not willfully install the irrigation as shown on the drawings when it is obvious in the field that conditions exist that might not have been considered in the design process. For example: obstructions, grade differences, water levels dimensional differences, etc. Refer to the landscape plan to avoid conflicts with proposed trees or shrubs.
3. Piping may sometimes be indicated as being located in unlikely areas: i.e., under buildings, outside property lines, under pavement, in lakes or ditches, etc. This is done for graphic clarity only. Whenever possible, piping is to be installed in open, green areas.
4. Pipe sizes shall conform to those on the drawing. Substituting with smaller pipe sizes will not be permitted.
5. If required the Irrigation Contractor shall provide the necessary Right of Way use permits.
6. Mainline to be installed with a minimum of 24" depth of cover, lateral lines are to be installed with a minimum of 12" depth of cover.
7. Unless otherwise indicated all sleeves are to be PVC Sch 40 and at least two (2) nominal sizes larger than the pipe to be sleeved.
8. Wherever practical, install valves out of high traffic areas. all valves, flush valves and wire splices shall be installed in Carson valve boxes as follows: Remote control valves in 12" standard rectangular box, wire splices in 10" round valve box, Drip valve kits in Jumbo valve boxes and flush valves in 6" round valve box.
9. All wire connections to be King sealed wire connectors.
10. All grounding as per Manufacturer's recommended standards.
11. Mount all heads and bubblers on 18" of flexible PVC.
12. Install drip tubing at grade and cover with mulch. Typical spacing for drip tubing is 12"-18" on center. Spacing to be determined by plant layout. Refer to the landscape plan. Anchor tubing every 5' with 12" long plastic tubing stakes. Install flush valves at all tubing dead ends. install air/vacuum relief valves at high points of every section.
13. The rain sensors shall be installed to meet local codes.
14. Main line piping larger than 2" shall have thrust blocks sized and placed in accordance with the manufacturer's recommendations. Thrust blocks shall be standard poured concrete mix. Thrust blocks shall be installed at all changes in directions, reducers, valves and end caps of main line.
15. **The irrigation contractor shall prepare an AS-BUILT drawing on reproducible paper showing all main line piping, control wires and valves by showing exact measurements from hard surfaces.**
16. The owner will supply power to the irrigation controller.
17. Any other equipment required that is not otherwise detailed or specified shall be installed as per manufacturer's recommendations and specifications.
18. Velocity not to exceed 5' per second.

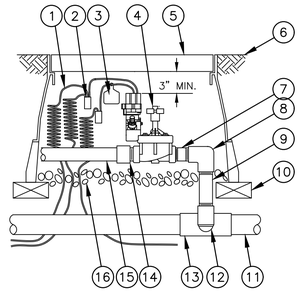




1. IRRIGATION CONTROLLER: RAIN BIRD ESP-LXME CONTROLLER WITH FLOW SMART MODULE IN PLASTIC CABINET WITH WALL MOUNT. INSTALL CONTROLLER AND CABINET ON WALL PER MANUFACTURER'S RECOMMENDATIONS.
2. JUNCTION BOX
3. 1-INCH CONDUIT AND FITTINGS TO POWER SUPPLY
4. POWER SUPPLY WIRE
5. 2-INCH CONDUIT AND FITTINGS FOR STATION WIRES
6. MASTER VALVE AND REMOTE CONTROL VALVE WIRES
7. FLOW SENSOR WIRE (PE 39, 89 OR 54) TO FLOW SENSOR
8. CABLE HARNESS FOR CONTROLLER INTERFACE (30' MAXIMUM)
9. RAIN BIRD WR2 WIRELESS SENSOR CONTROLLER INTERFACE
   1. FOR BEST PERFORMANCE, THE CONTROLLER INTERFACE SHOULD BE INSTALLED AT LEAST FIVE FEET ABOVE THE GROUND.
   2. IT IS RECOMMENDED THAT THE CONTROLLER INTERFACE BE INSTALLED AWAY FROM SOURCES OF ELECTRICAL INTERFERENCE (SUCH AS TRANSFORMERS, GENERATORS, PUMPS, FANS, ELECTRICAL METER BOXES) AND METAL OBJECTS TO MAXIMIZE COMMUNICATION RANGE.
10. RAIN BIRD WR2 SENSOR

1 RAINBIRD ESP WITH WIRELESS SENSOR

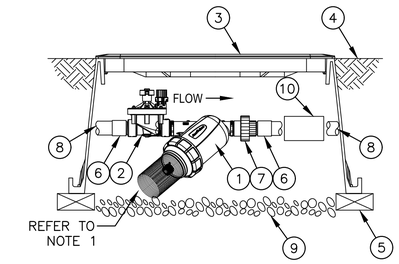
1" = 1" — 01-11



1. 30-INCH LINEAR LENGTH OF WIRE, COILED
2. WATERPROOF CONNECTION RAIN BIRD SPLICE-1 (1 OF 2)
3. ID TAG: RAIN BIRD VID SERIES
4. REMOTE CONTROL VALVE: RAIN BIRD PESB-PRS-D WITH NP-HAN
5. VALVE BOX WITH COVER: RAIN BIRD VB-STD
6. FINISH GRADE/TOP OF MULCH
7. PVC SCH 80 NIPPLE (CLOSE)
8. PVC SCH 40 ELL
9. PVC SCH 80 NIPPLE (LENGTH AS REQUIRED)
10. BRICK (1 OF 4)
11. PVC MAINLINE PIPE
12. SCH 80 NIPPLE (2-INCH LENGTH, HIDDEN) AND SCH 40 ELL
13. PVC SCH 40 TEE OR ELL
14. PVC SCH 40 MALE ADAPTER
15. PVC LATERAL PIPE
16. 3.0-INCH MINIMUM DEPTH OF 3/4-INCH WASHED GRAVEL

2 RAINBIRD PEB

NTS — 01-07

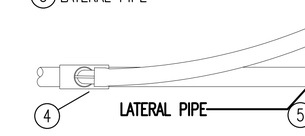


1. 1.5" RAIN BIRD LARGE CAPACITY FILTER WITH DISC: LCRBY150D SCREEN: LCRBY150S
2. 1.5" RAIN BIRD REMOTE CONTROL VALVE
3. VALVE BOX WITH COVER: RAIN BIRD VB-SPR-H
4. FINISH GRADE/TOP OF MULCH
5. BRICK (1 OF 4)
6. PVC SCH 40 MALE ADAPTER
7. PVC SCH 40 THREADED UNION
8. PVC LATERAL PIPE
9. 3" MINIMUM DEPTH OF 3/4" WASHED GRAVEL
10. INLINE PRESSURE REGULATOR

NOTE:
1. FILTER ASSEMBLY TO BE INSTALLED WITH SCREEN DIRECTION FACING A 45° DOWNWARD ANGLE WITH ENOUGH SPACE TO REMOVE SCREEN FOR MAINTENANCE. SOME APPLICATIONS MAY REQUIRE RAIN BIRD VALVE BOX EXTENSIONS TO ACHIEVE ACCEPTABLE SCREEN CLEARANCE.

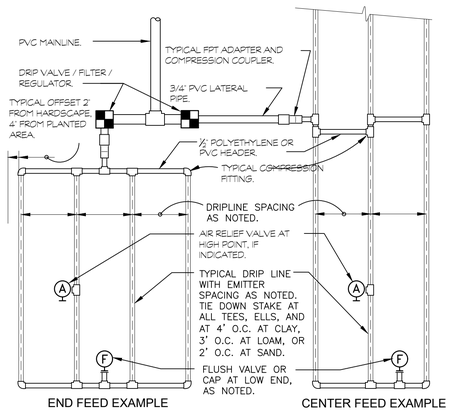
3 DRIP KIT 1 1//2"

1" = 1" — 01-05



4 RAINBIRD 1400 BUBBLER

NTS — 01-12



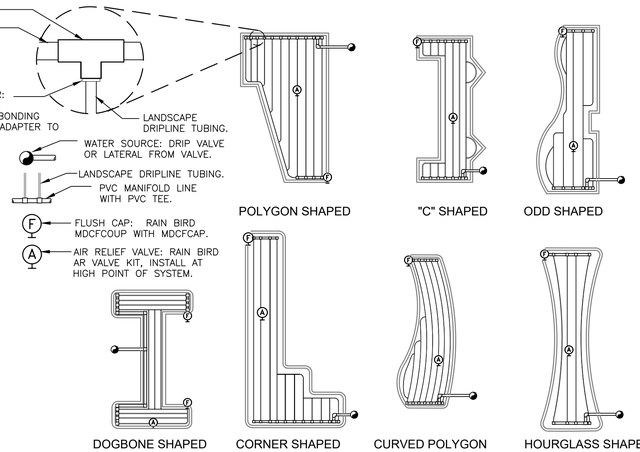
MAXIMUM LATERAL LENGTH (FEET)						
	EMITTER FLOW RATE GPH					
PSI	12" SPACING 0.6	0.9	18" SPACING 0.6	0.9	24" SPACING 0.6	0.9
10	125	96	175	135	218	171
20	249	191	350	171	442	340
30	307	236	434	333	550	422
40	350	268	495	380	627	171
50	125	96	175	135	218	171
60	125	96	175	135	218	171

GRID PRECIPITATION RATES (IN/HR)			
EMITTER SPACING	LATERAL SPACING	EMITTER FLOW RATE 0.6	0.9
12	12	0.96	1.44
18	18	0.69	1.03
24	24	0.28	0.41

LATERAL FLOW PER 100 FT (GPM)			
EMITTER FLOW	12" SPACING	18" SPACING	24" SPACING
0.6 GPH	1.0 GPM	0.67 GPM	0.50 GPM
0.9 GPH	1.5 GPM	1.0 GPM	0.75 GPM

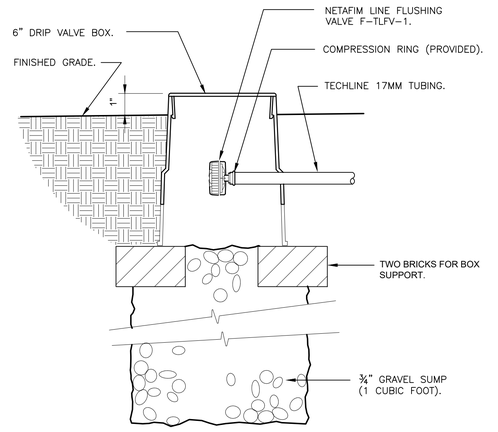
MAXIMUM FLOW PER ZONE		
	MAX GPM	PSI LOSS
SCHEDULE 40 PVC HEADER SIZE		
1/2"	4.7 GPM	7.7 PSI
3/4"	8.3 GPM	5.6 PSI
1"	13.5 GPM	4.2 PSI
1-1/2"	33.9 GPM	2.9 PSI
2"	52.4 GPM	1.9 PSI
POLY PIPE HEADER SIZE		
1/2"	4.7 GPM	8.8 PSI
3/4"	8.3 GPM	6.3 PSI
1"	13.5 GPM	4.8 PSI
1-1/2"	31.8 GPM	2.9 PSI
2"	52.4 GPM	2.2 PSI

SLOPED CONDITION NOTE:
1. DRIPLINE LATERALS SHOULD FOLLOW THE CONTOURS OF THE SLOPE WHENEVER POSSIBLE.
2. INSTALL AIR RELIEF VALVE AT HIGHEST POINT.
3. NORMAL SPACING WITHIN THE TOP ⅔ OF SLOPE,
4. INSTALL DRIPLINE AT 25% GREATER SPACING AT THE BOTTOM ⅓ OF THE SLOPE.
5. WHEN ELEVATION CHANGE IS 10 FT OR MORE, ZONE THE BOTTOM ⅓ ON A SEPARATE VALVE.



5 TYPICAL RAIN BIRD DRIPLINE REQUIREMENTS

3" = 1'-0" — 01-23



6 NETAFIM TECHLINE FLUSH VALVE

3" = 1'-0" — 01 04-01

NO.	DATE	DWN	CHKD	APPVD	DESCRIPTION

REVISIONS

SCALE: AS SHOWN
DATE: 5/4/2026
DRAWN: CAC
CHECKED: AJS
APPROVED: GNL

IRRIGATION DETAILS

EI CORTEZ

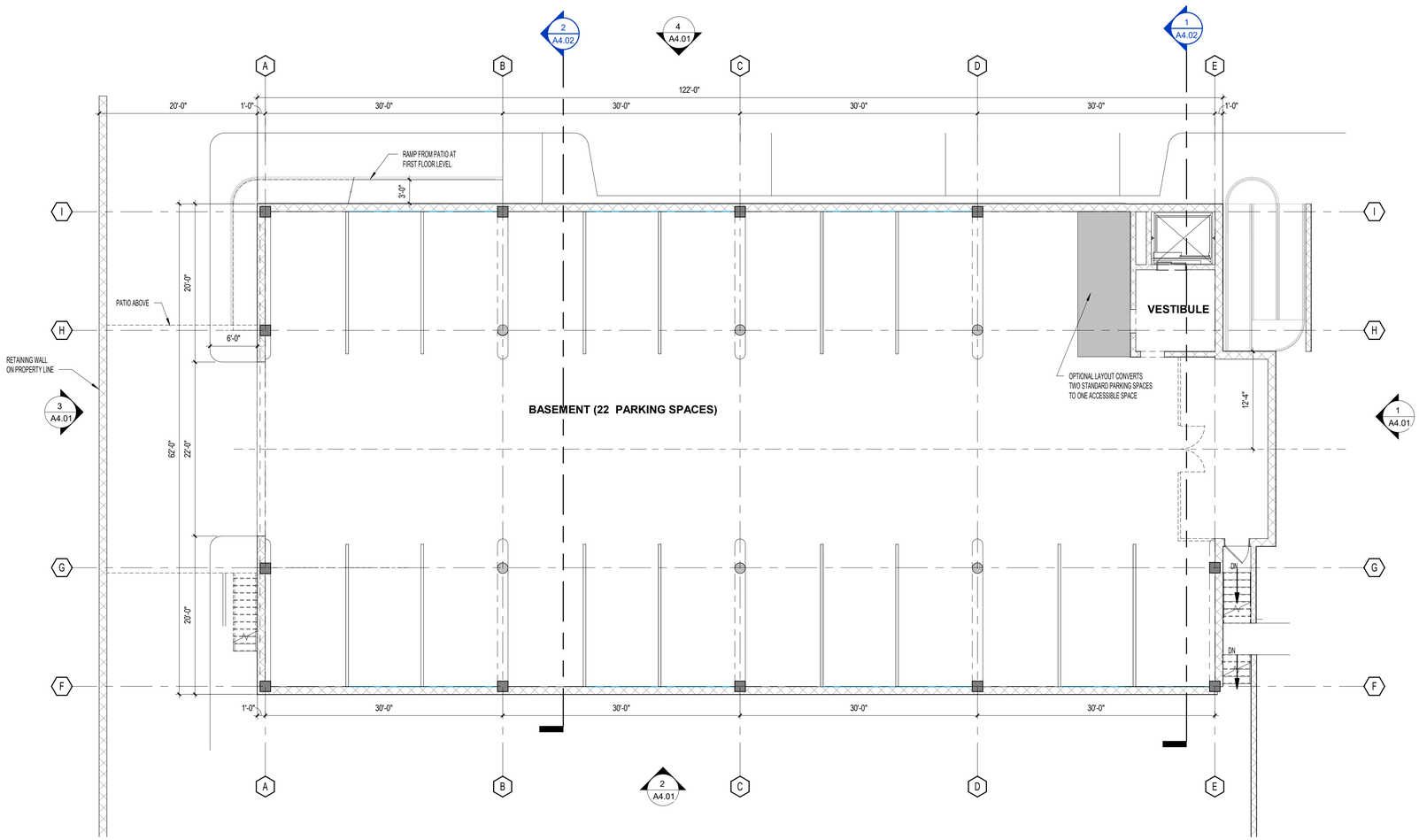
SEAL

gai consultants
EB 9951
618 E SOUTH ST. SUITE 700
ORLANDO, FLORIDA 32801
PHONE: (407) 423-8398

PROJECT NO./DASH NO.

SHEET
IR-2

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1 SYNAGOGUE - PARKING GARAGE LEVEL
1/8" = 1'-0"

5/4/2026 11:12:32 AM

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GROUP ONE

SYNAGOGUE - PARKING GARAGE LEVEL

EL CORTEZ

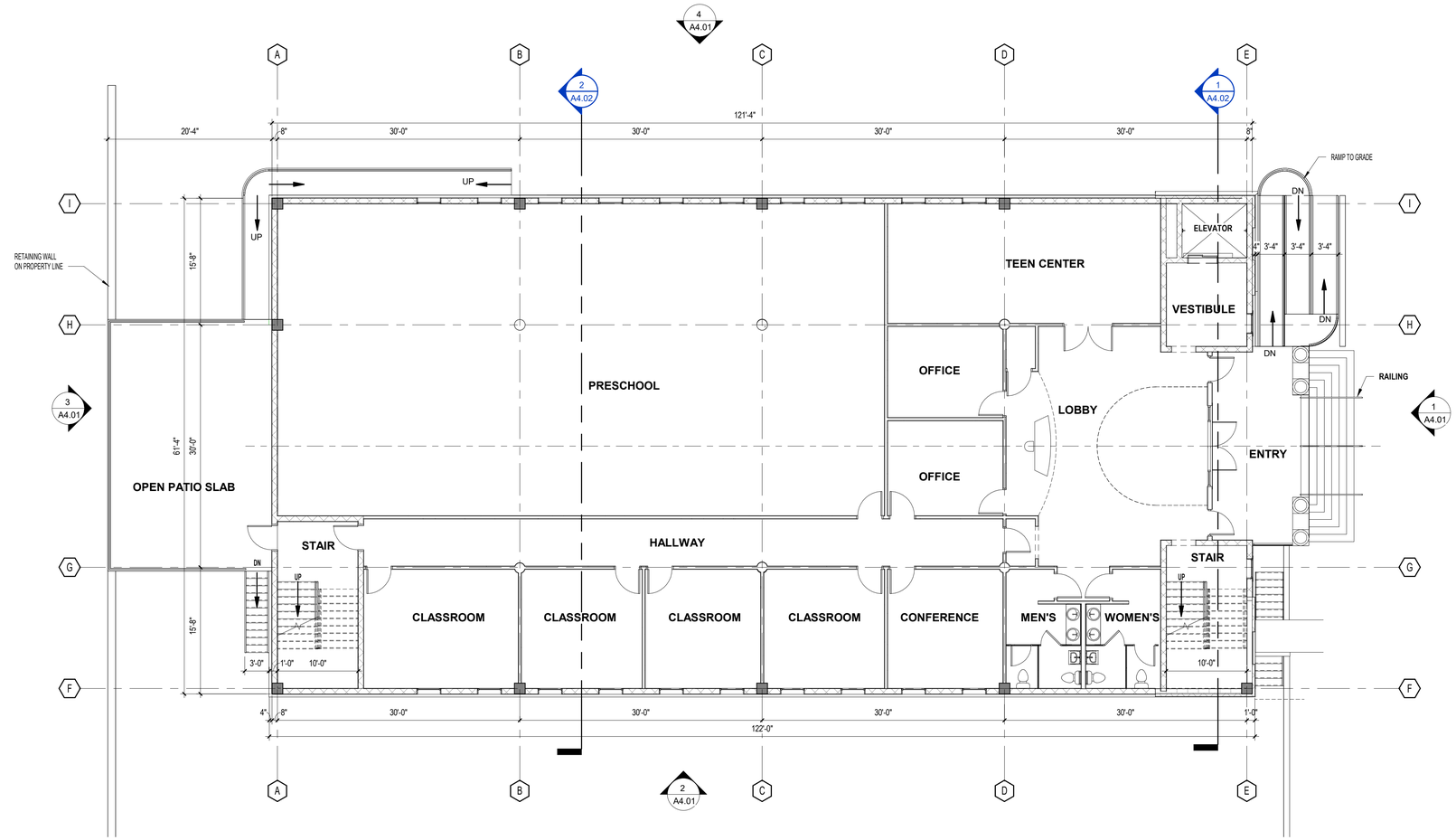
Orlando, Florida

PROJECT No: ###

DATE: 01-16-2026

A1

GROUP ONE 924 N. MAGNOLIA AVENUE SUITE #334 ORLANDO , FLORIDA 32803 W W W . GROUPONE . C O M



1 SYNAGOGUE - FIRST FLOOR PLAN

1/8" = 1'-0"

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GROUP ONE

SYNAGOGUE - GROUND FLOOR PLAN

EL CORTEZ

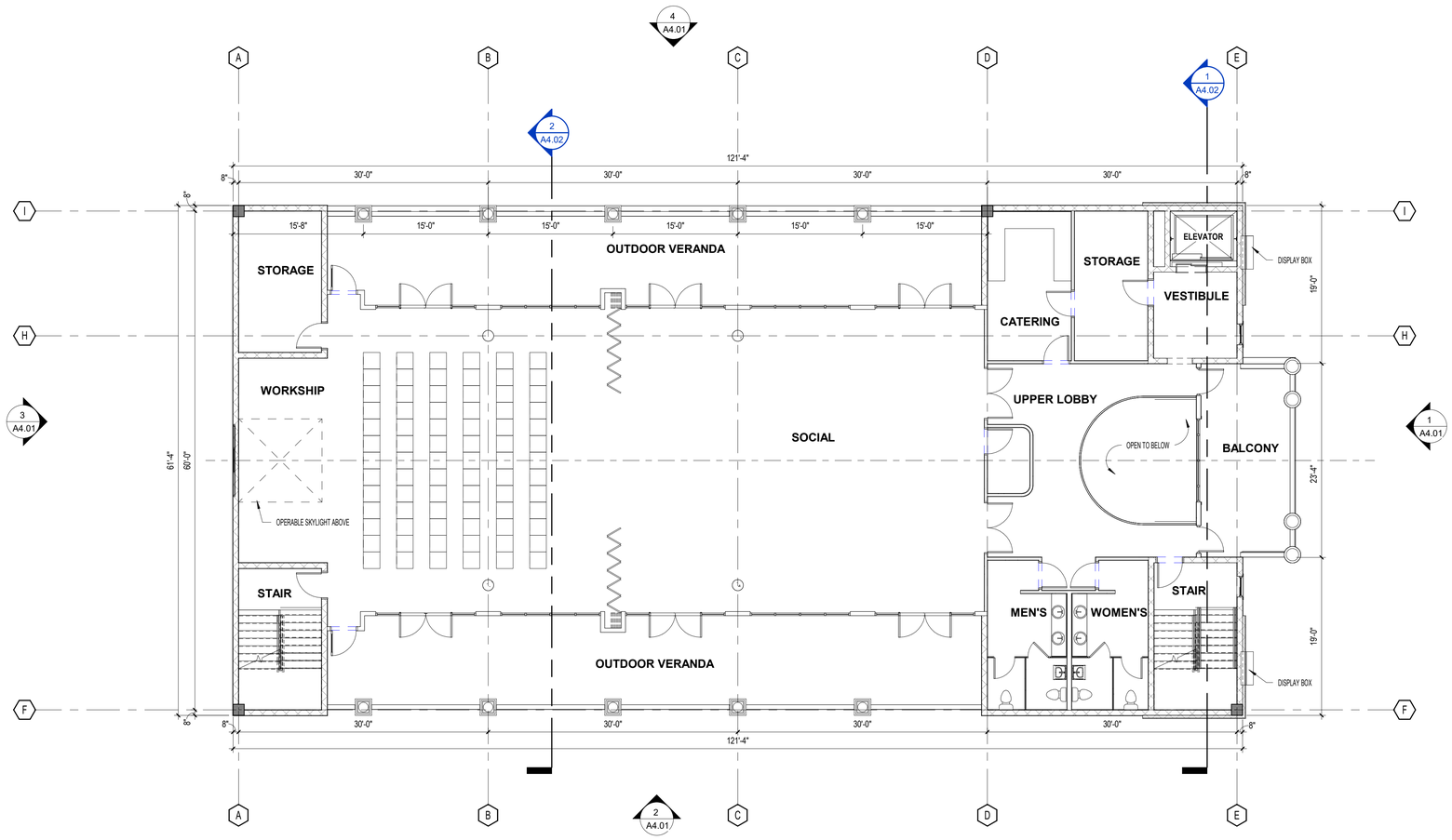
Orlando, Florida

PROJECT No: ###

DATE: 03/23/18

A2

GROUP ONE 924 N. MAGNOLIA AVENUE SUITE #334 ORLANDO , FLORIDA 32803 W W W . GROUPONE . C O M



1 SYNAGOGUE - 2ND FLOOR PLAN
1/8" = 1'-0"

5/4/2026 11:12:33 AM

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GROUP ONE

SYNAGOGUE - LEVEL 2 PLAN

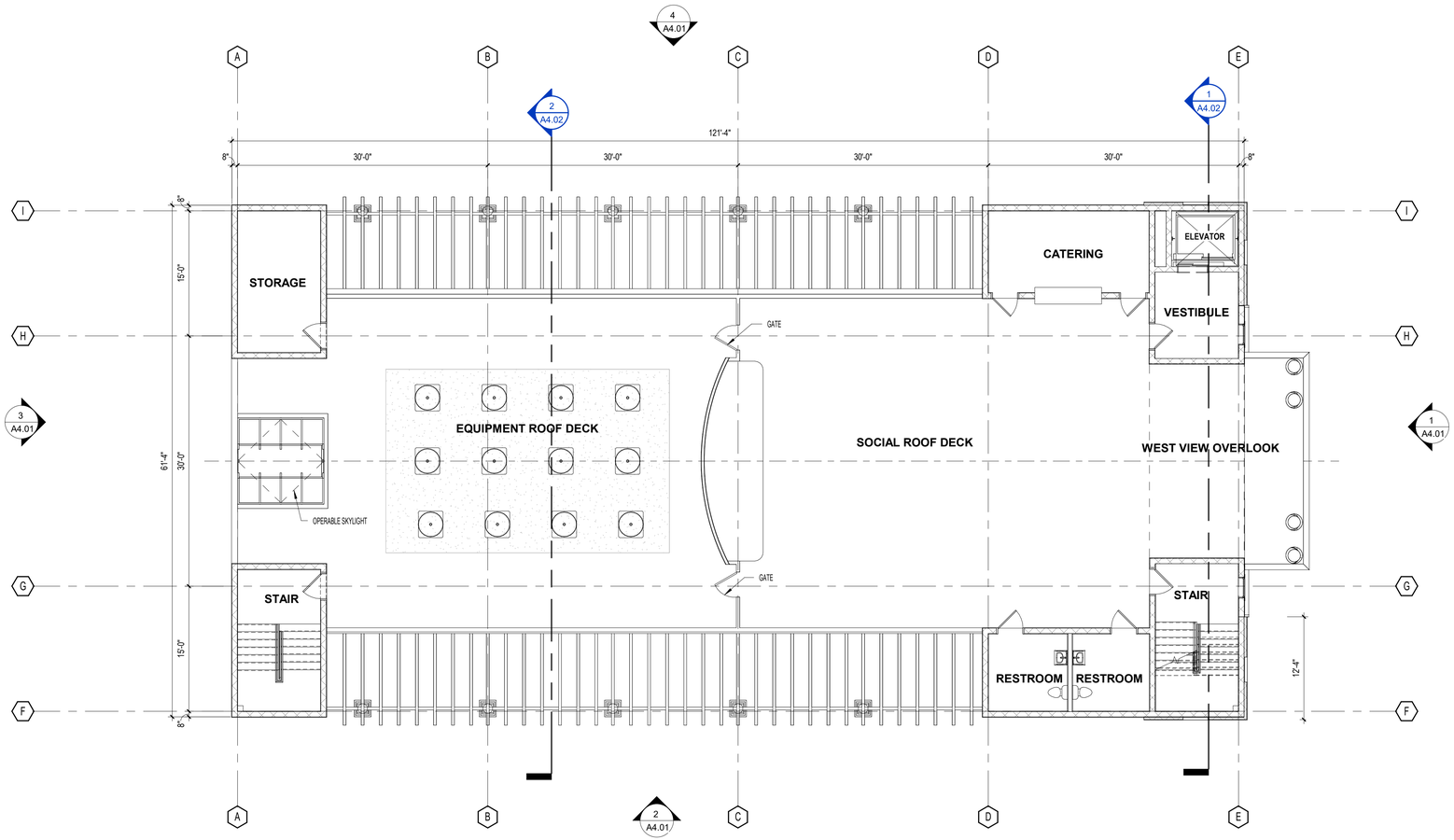
PROJECT No: ### DATE: 03/23/18

EL CORTEZ

Orlando, Florida

A3

GROUP ONE 924 N. MAGNOLIA AVENUE SUITE #334 ORLANDO , FLORIDA 32803 W W W . GROUPONE . C O M



1 SYNAGOGUE - MAIN ROOF DECK
1/8" = 1'-0"

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GROUP ONE

SYNAGOGUE - LEVEL 3 PLAN

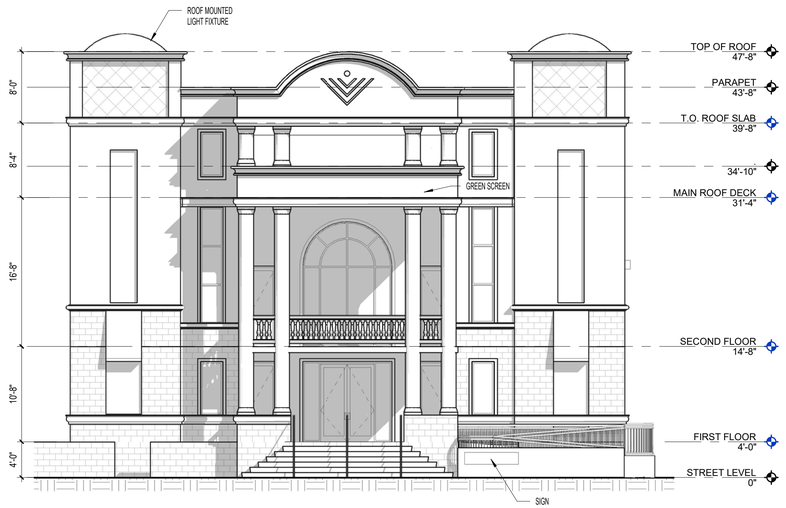
EL CORTEZ

Orlando, Florida

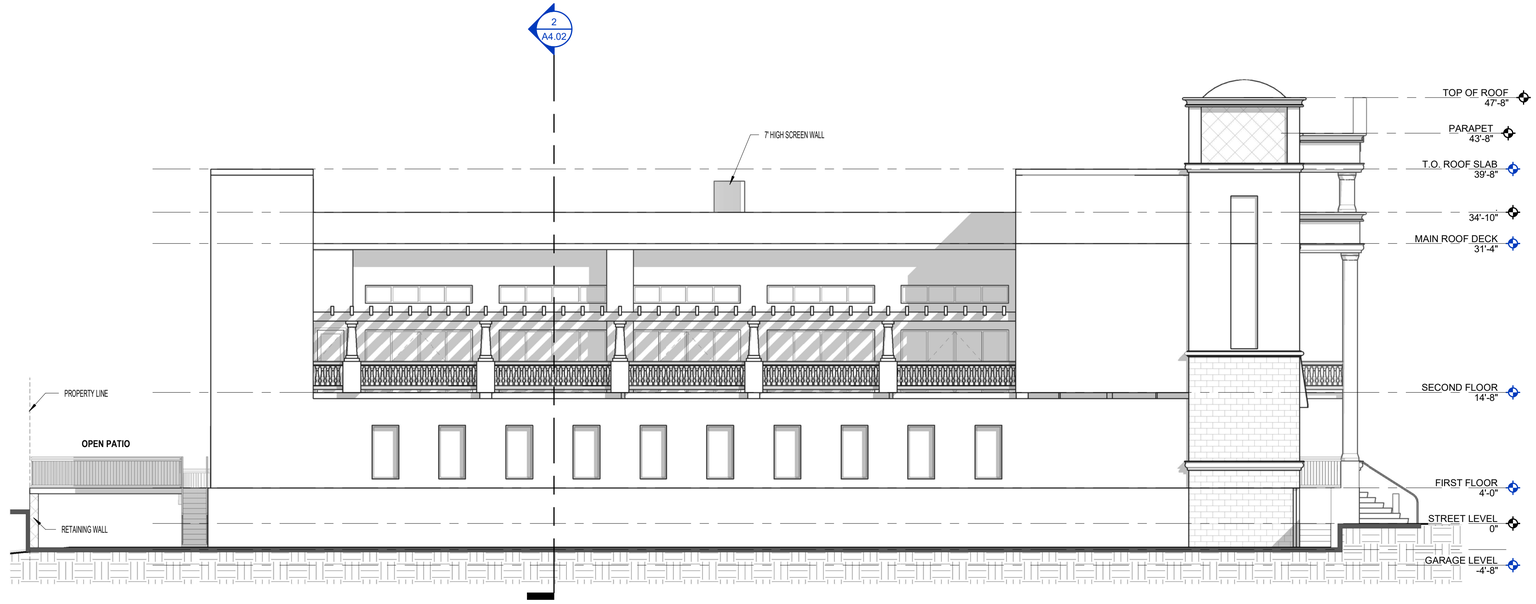
PROJECT No: ### DATE: 03/23/18

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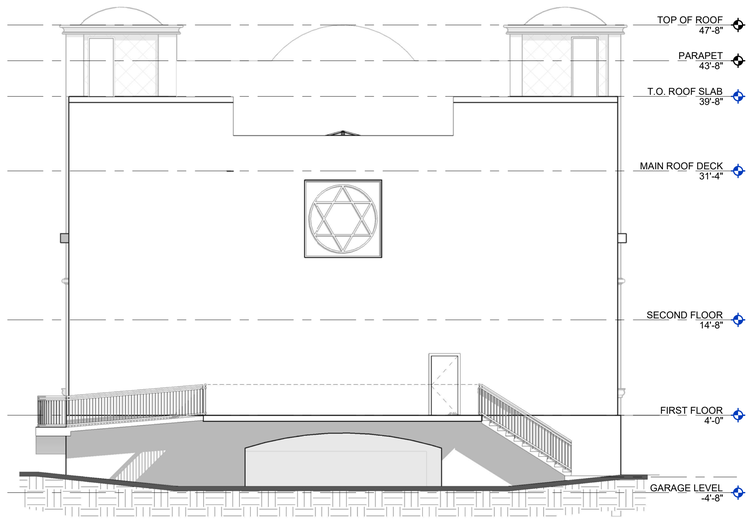
GROUP ONE 924 N. MAGNOLIA AVENUE SUITE #334 ORLANDO , FLORIDA 32803 W W W . GROUPONE . C O M



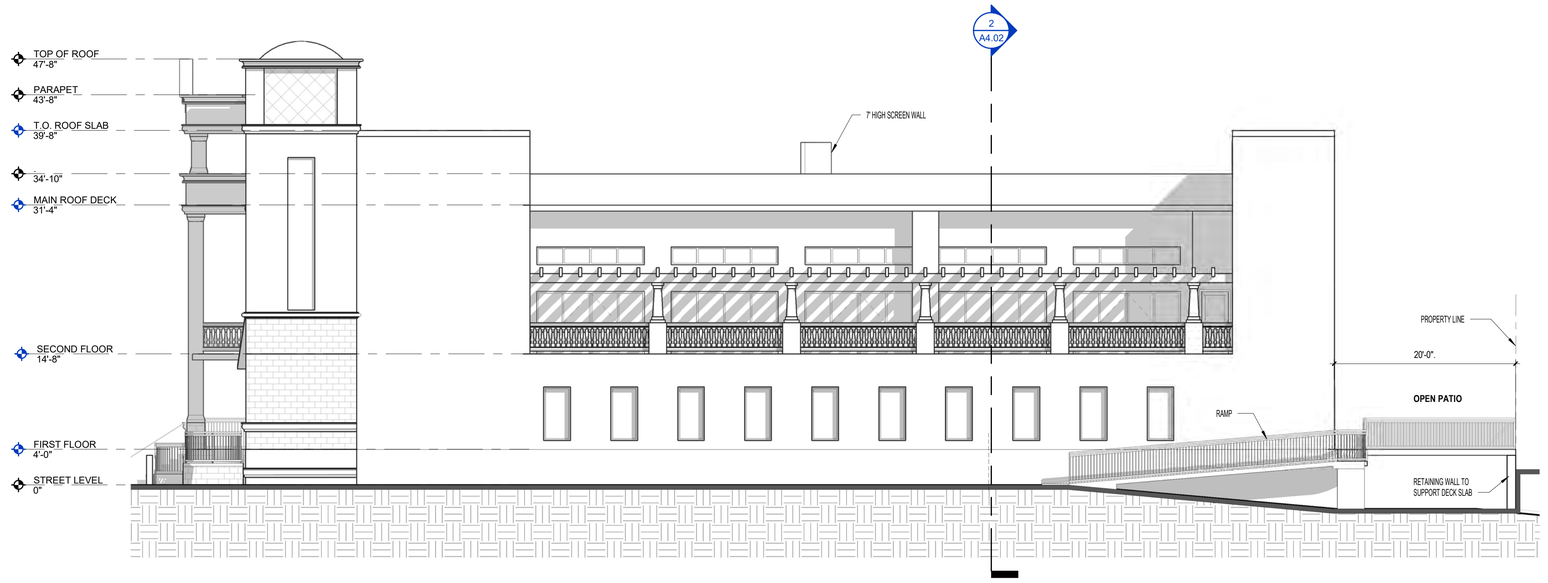
1 FRONT SIDE EXTERIOR ELEVATION
1/8" = 1'-0"



2 RIGHT SIDE EXTERIOR ELEVATION
1/8" = 1'-0"



3 REAR SIDE EXTERIOR ELEVATION1
1/8" = 1'-0"



4 LEFT SIDE EXTERIOR ELEVATION
1/8" = 1'-0"

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GROUP ONE

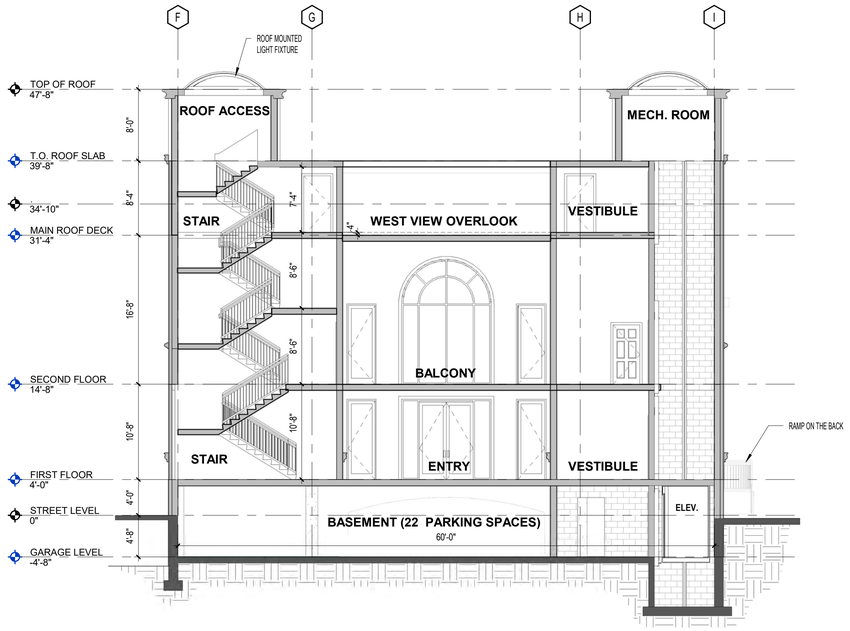
SYNAGOGUE - EXTERIOR ELEVATIONS

PROJECT No: ### DATE: 03/23/18

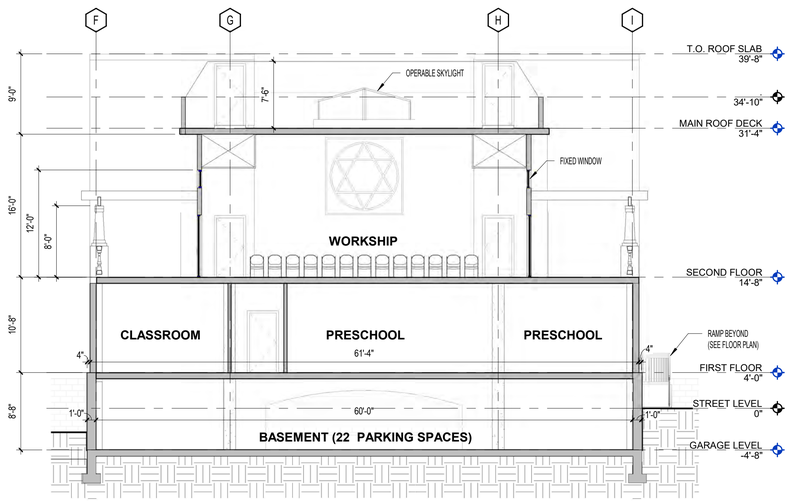
EL CORTEZ
Orlando, Florida

A5

GROUP ONE 924 N. MAGNOLIA AVENUE SUITE #334 ORLANDO , FLORIDA 32803 W W W . GROUPONE . C O M



1 BUILDING SECTION
1/8" = 1'-0"



2 BUILDING SECTION
1/8" = 1'-0"

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GROUP ONE

SYNAGOGUE - BUILDING SECTIONS

EL CORTEZ

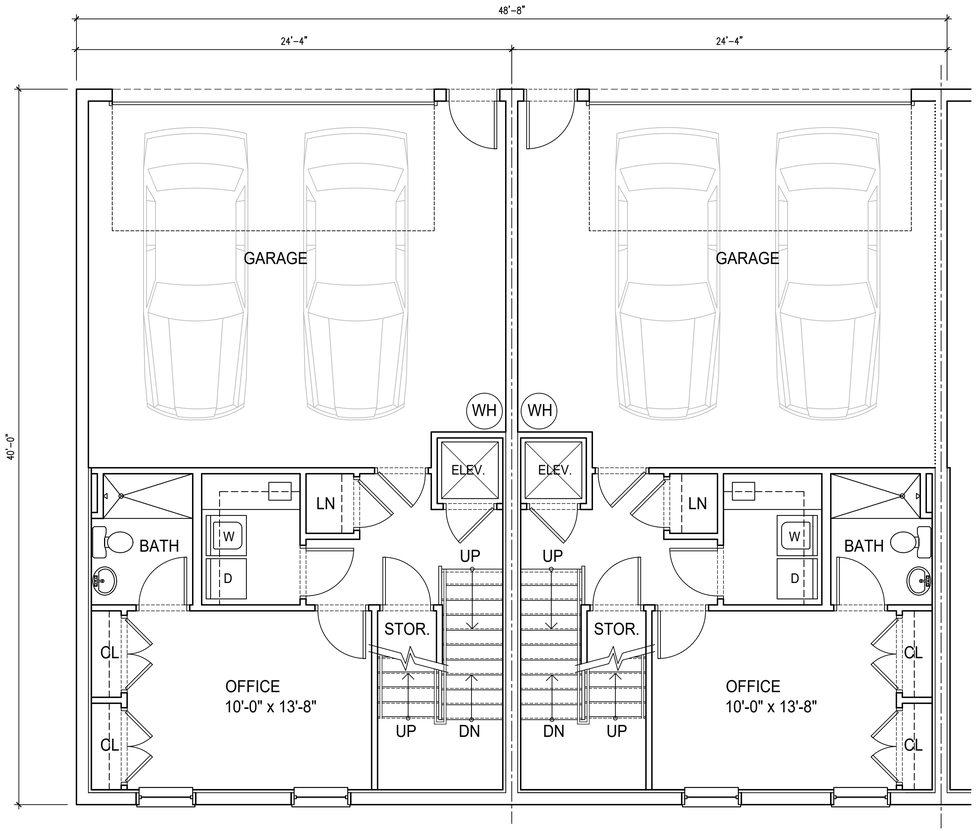
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PROJECT No: ###

DATE: 03/23/18

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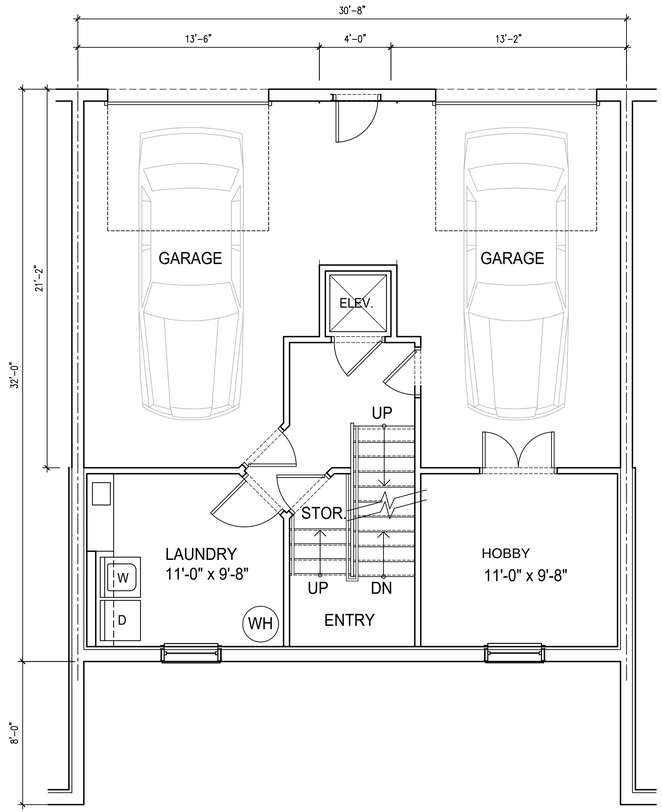
GROUP ONE 924 N. MAGNOLIA AVENUE SUITE #334 ORLANDO , FLORIDA 32803 W W W . GROUPONE . C O M



ENDCAP TOWNHOUSE GARAGE LEVEL

SCALE 1/4" = 1'-0"

ENDCAP TOWNHOUSE UNIT	
GARAGE LEVEL/ HVAC :	461 sq. ft.
MAIN LEVEL/ HVAC:	960 sq. ft.
UPPER LEVEL HVAC:	1,089 sq. ft.
TOTAL ALL FLOORS LIVING/ HVAC :	2,510 sq. ft.
GARAGE:	499 sq. ft.



CENTER TOWNHOUSE GARAGE LEVEL

SCALE 1/4" = 1'-0"

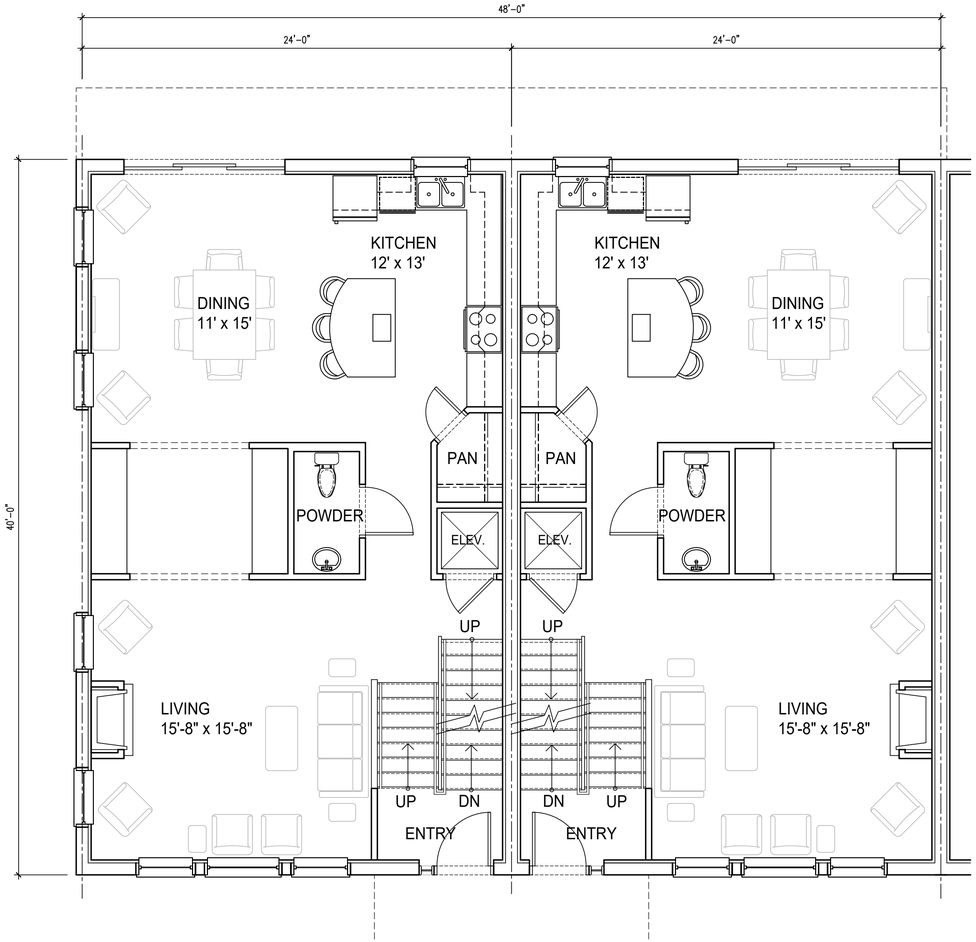
CENTER TOWNHOUSE UNIT	
GARAGE LEVEL/ HVAC :	409 sq. ft.
MAIN LEVEL/ HVAC:	981 sq. ft.
UPPER LEVEL HVAC:	1,139 sq. ft.
TOTAL ALL FLOORS LIVING/ HVAC :	2,529 sq. ft.
GARAGE:	572 sq. ft.
BALCONIES:	88 sq. ft.

GROUP ONE

UNIT FLOOR PLANS | EL CORTEZ TOWNHOUSE T1

PROJECT No: 01/30/2026

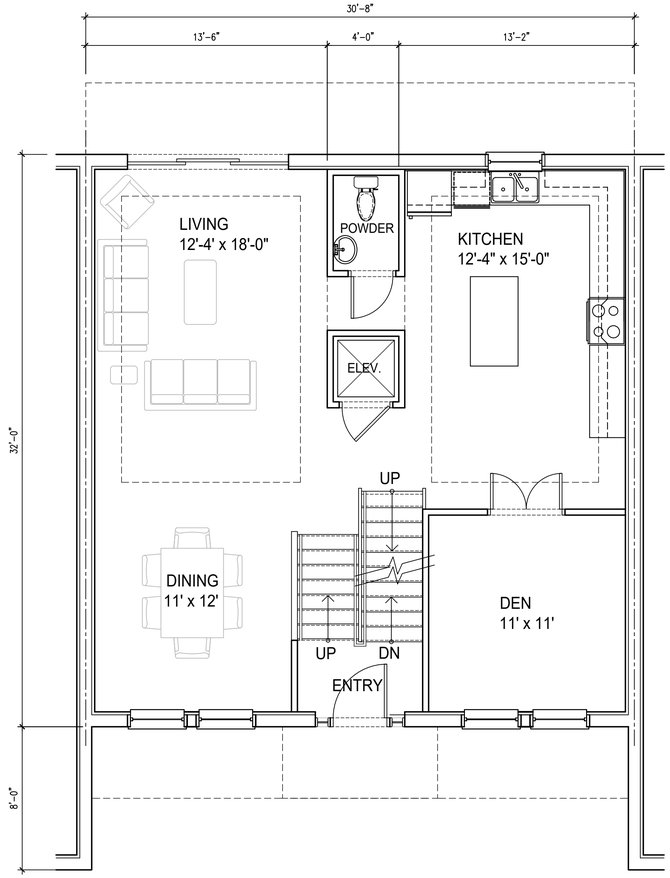
WINTER PARK, FLORIDA



ENDCAP TOWNHOUSE MAIN LEVEL

SCALE 1/4" = 1'-0"

ENDCAP TOWNHOUSE UNIT	
GARAGE LEVEL/ HVAC :	461 sq. ft.
MAIN LEVEL/ HVAC:	960 sq. ft.
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TOTAL ALL FLOORS LIVING/ HVAC :	2,510 sq. ft.
GARAGE:	499 sq. ft.



CENTER TOWNHOUSE MAIN LEVEL

SCALE 1/4" = 1'-0"

CENTER TOWNHOUSE UNIT	
GARAGE LEVEL/ HVAC :	410 sq. ft.
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GROUP ONE

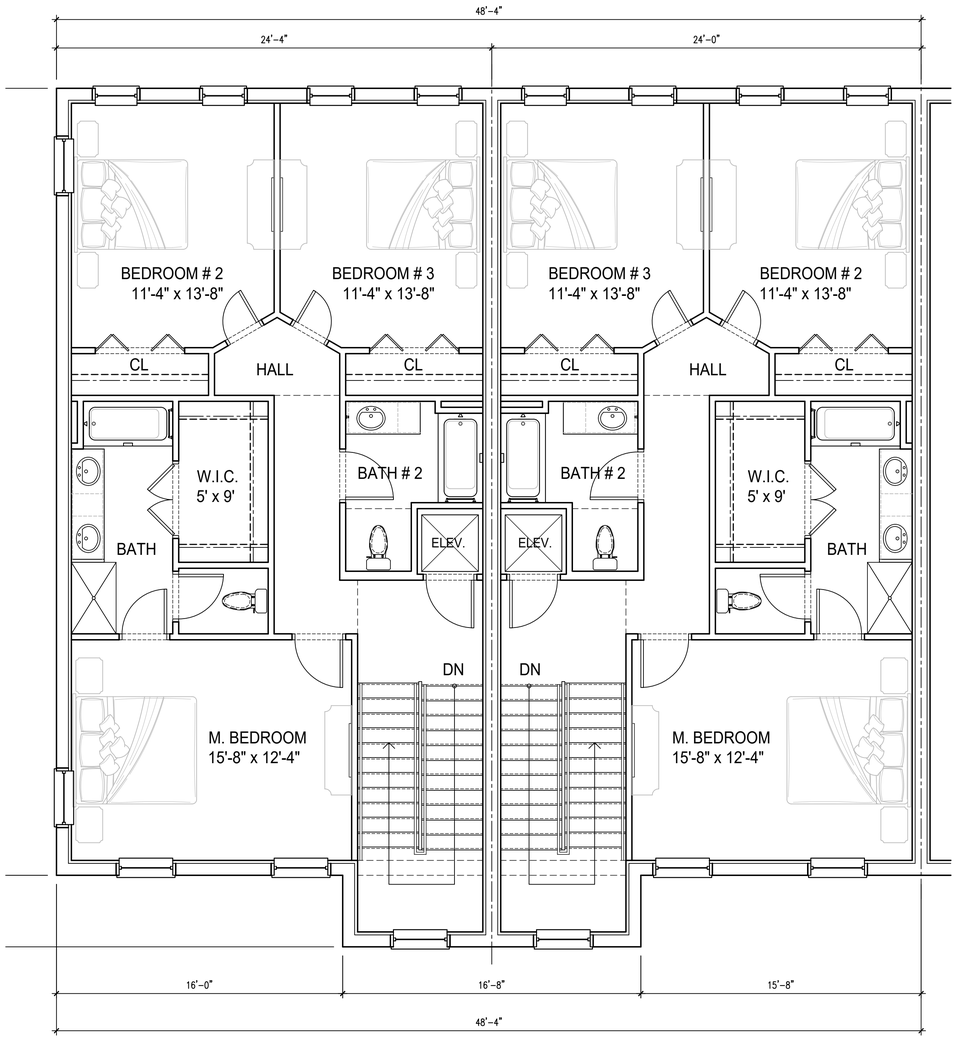
UNIT FLOOR PLANS | EL CORTEZ TOWNHOUSE

T2

PROJECT No: 01/30/2026

WINTER PARK, FLORIDA

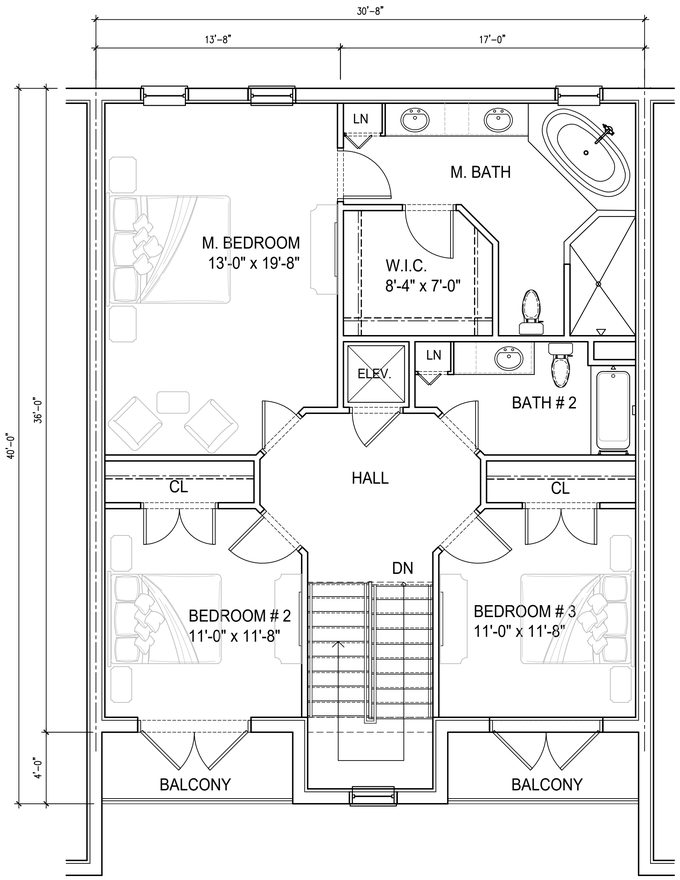
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ENDCAP TOWNHOUSE UPPER LEVEL

SCALE 1/4" = 1'-0"

ENDCAP TOWNHOUSE UNIT	
GARAGE LEVEL/ HVAC :	461 sq. ft.
MAIN LEVEL/ HVAC:	960 sq. ft.
UPPER LEVEL HVAC:	1,089 sq. ft.
TOTAL ALL FLOORS LIVING/ HVAC :	2,510 sq. ft.
GARAGE:	499 sq. ft.



CENTER TOWNHOUSE UPPER LEVEL

SCALE 1/4" = 1'-0"

CENTER TOWNHOUSE UNIT	
GARAGE LEVEL/ HVAC :	410 sq. ft.
MAIN LEVEL/ HVAC:	981 sq. ft.
UPPER LEVEL HVAC:	1,139 sq. ft.
TOTAL ALL FLOORS LIVING/ GROSS :	2,530 sq. ft.
GARAGE:	571 sq. ft.
BALCONIES:	88 sq. ft.

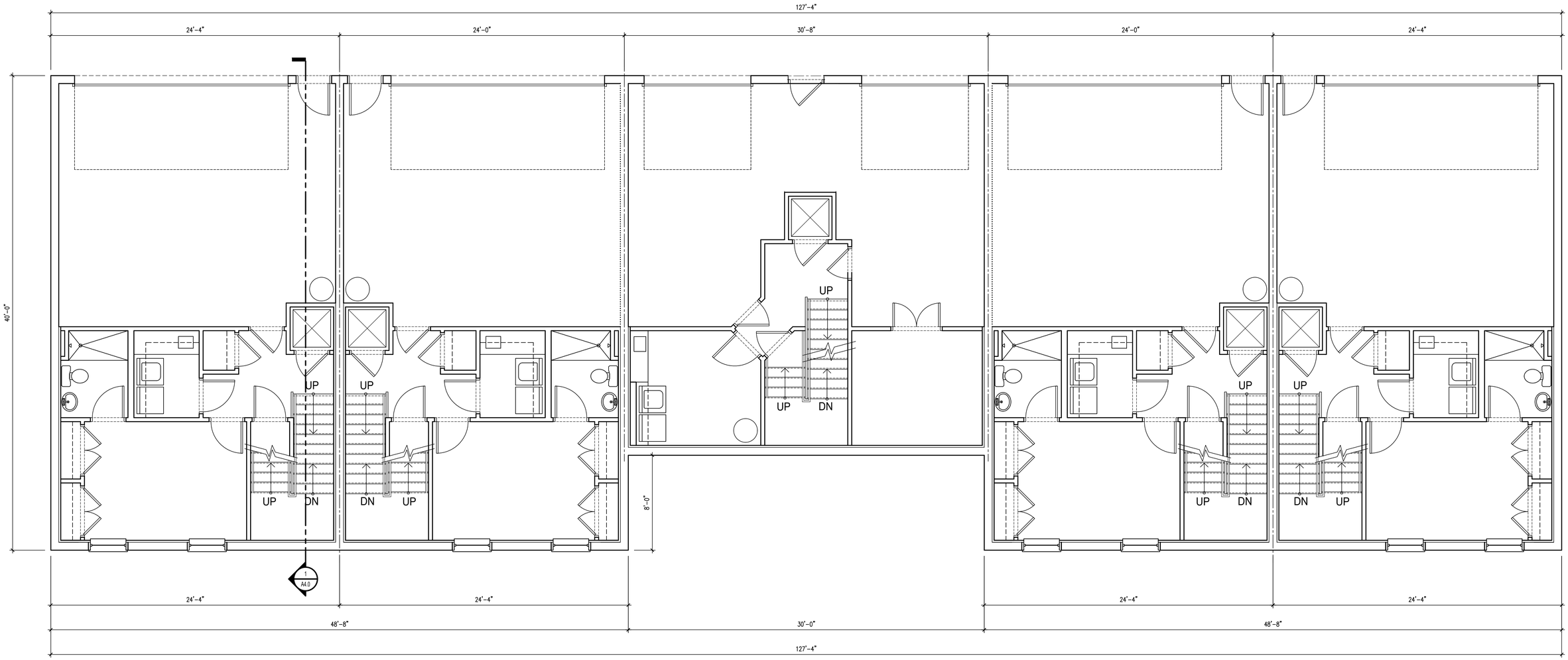
GROUP ONE

UNIT FLOOR PLANS | EL CORTEZ TOWNHOUSE T3

PROJECT No: 01/30/2026

WINTER PARK, FLORIDA

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TOWNHOUSE GARAGE LEVEL

SCALE 1/4" = 1'-0"

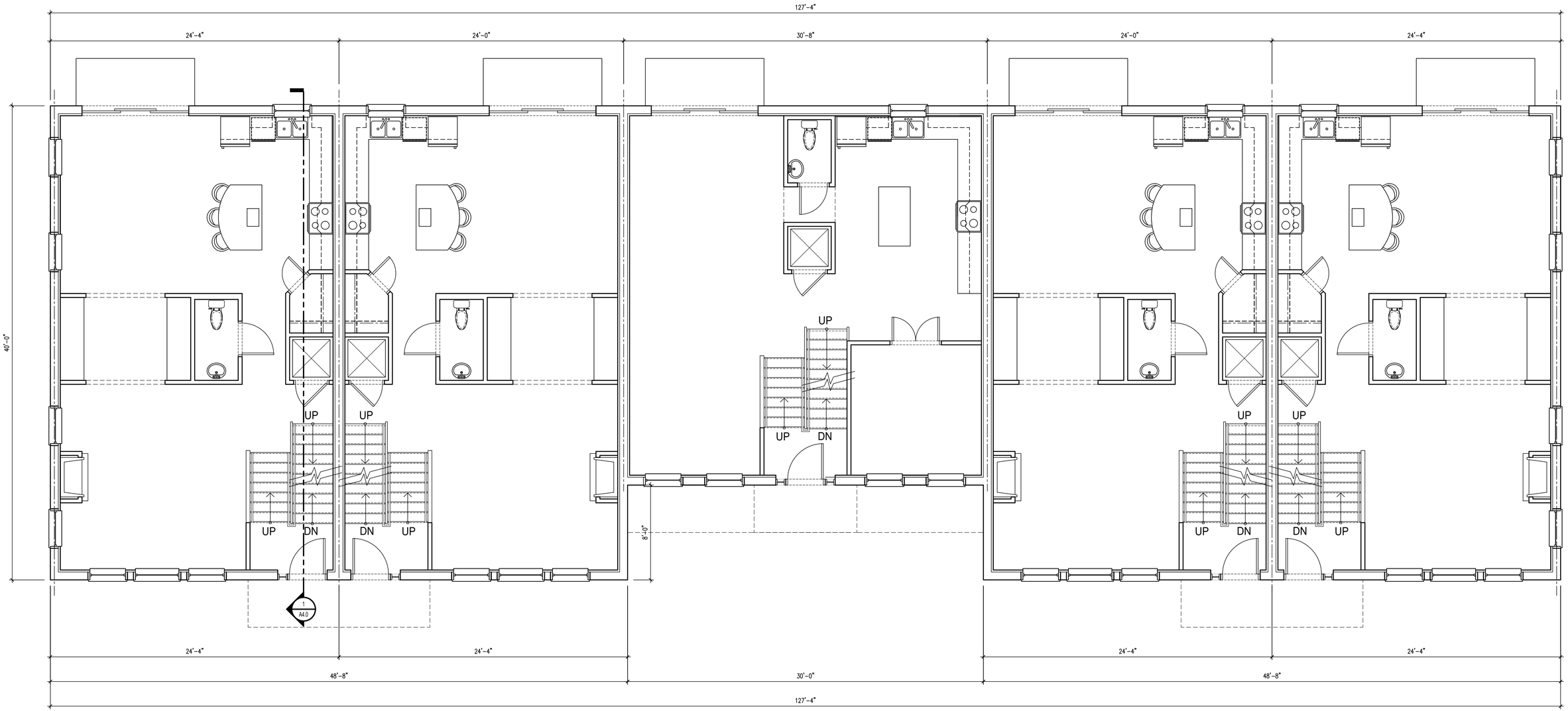
GROUP ONE

BUILDING PLAN | EL CORTEZ TOWNHOUSE

T4

PROJECT No: 01/30/2026

WINTER PARK, FLORIDA



TOWNHOUSE MAIN LEVEL

SCALE 1/4" = 1'-0"

GROUP ONE

BUILDING PLAN | EL CORTEZ TOWNHOUSE T5

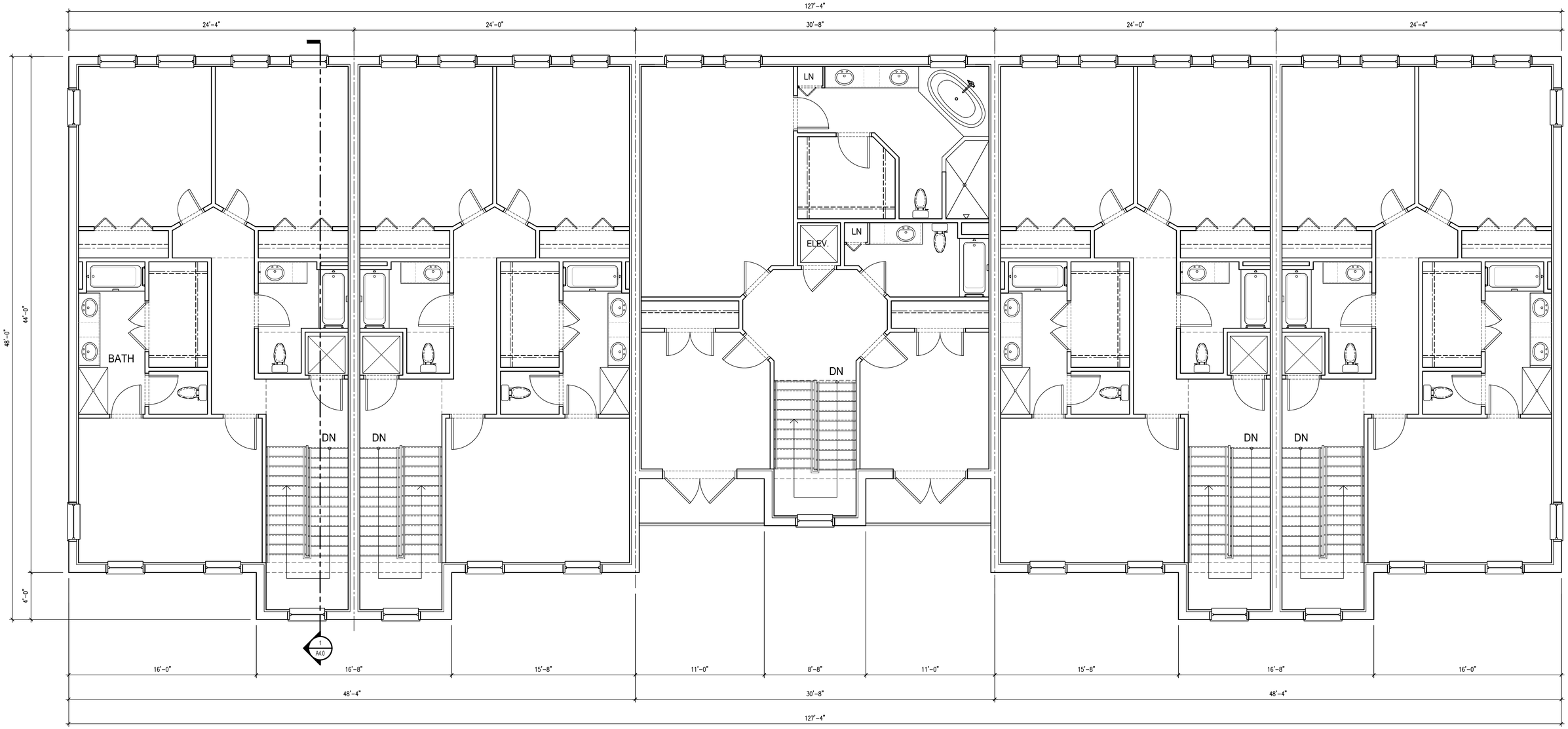
PROJECT No: 01/30/2026

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TOWNHOUSE UPPER LEVEL

SCALE 1/4" = 1'-0"

GROUP ONE

BUILDING PLAN | EL CORTEZ TOWNHOUSE

T6

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FRONT EXTERIOR ELEVATION

SCALE 1/4" = 1'-0"

GROUP ONE

EXTERIOR ELEVATION | EL CORTEZ TOWNHOUSE T7

PROJECT No: 01/30/2026

WINTER PARK, FLORIDA



REAR EXTERIOR ELEVATION

SCALE 1/4" = 1'-0"

GROUP ONE

EXTERIOR ELEVATION | EL CORTEZ TOWNHOUSE

T8

PROJECT No: 01/30/2026

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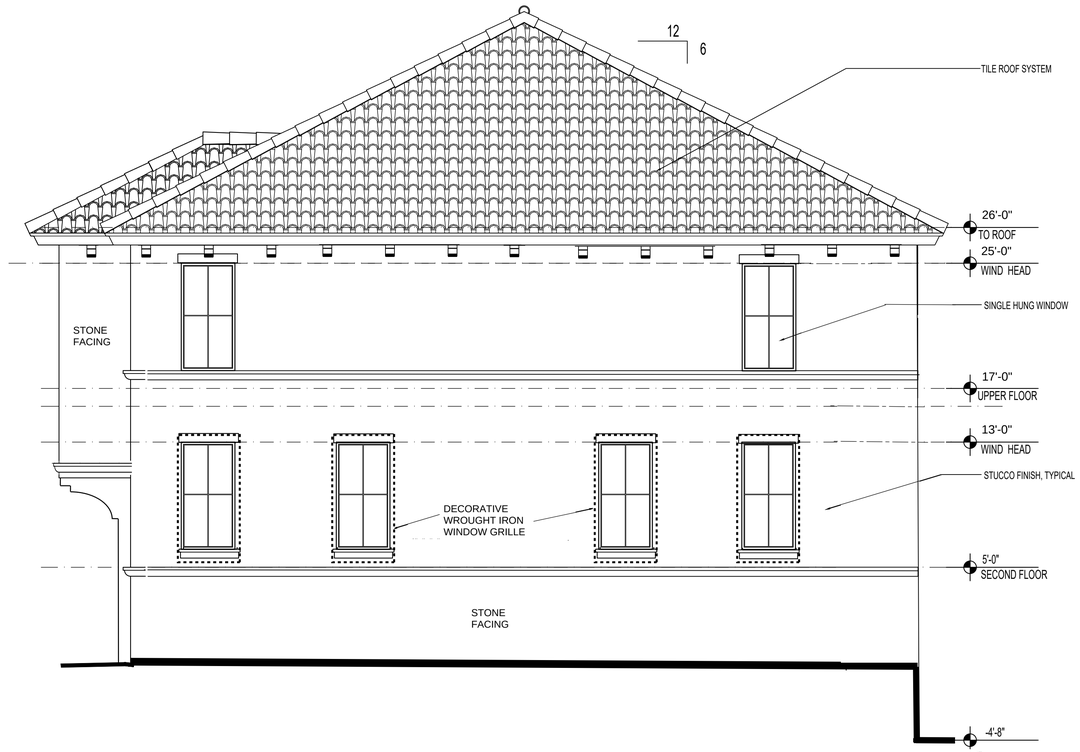
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LEFT SIDE EXTERIOR ELEVATION

SCALE 1/4" = 1'-0"



RIGHT SIDE EXTERIOR ELEVATION

SCALE 1/4" = 1'-0"

GROUP ONE

EXTERIOR ELEVATION | EL CORTEZ TOWNHOUSE

T9

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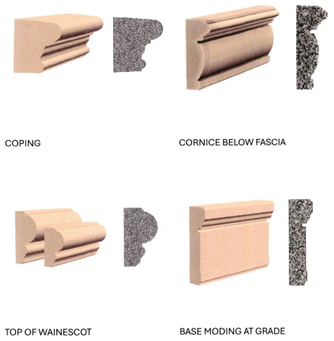
UPPER STONE VENEER APPLICATIONS WITH SAND FINISH





BASE STONE VENEER APPLICATION WITH HEAVY CHISELED FINISH

STONE VENEER FORMAT 16" X 32" IN REGULAR ASHLAR BOND

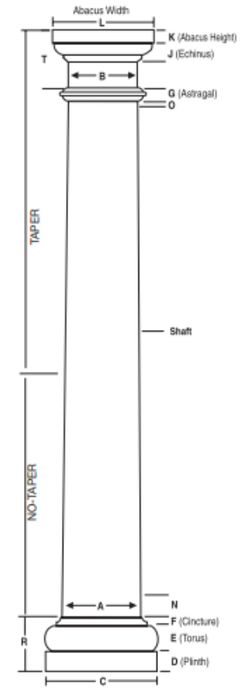


CAST STONE TRIM AND MOLDINGS

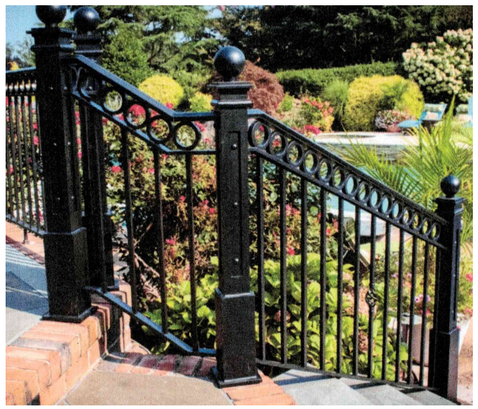
WINDOW SILLS, COPINGS AND BASE TRIMS WHERE EMPLOYED SHALL MATCH STONE VENEER



PRECAST CONCRETE RAILINGS FOR SYNAGOGUE BALCONY AND VERANDAL



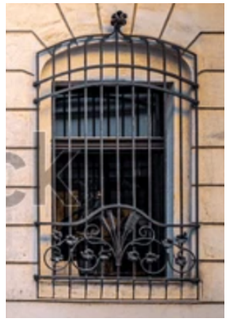
PRECAST TAPERED TUSCAN COLUMNS ON SYNAGOGUE



MATAL RAILING WITH METAL NEWELL AT CORNERS AT BALCONIES, STEPS AND RAMP



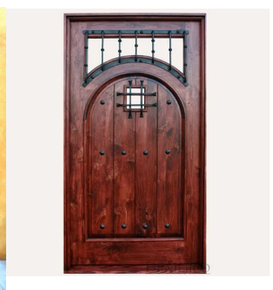
METAL GARDEN FENCING WITH METAL NEWELL AT CORNERS AND FINIALS FOR EACH PICKET



WINDOW GRILLS FOR WEST WALL







FRONT DOORS SHALL BE INDIVIDUAL CUSTOMIZED PER DESIGN STYLING OF BUILDING





STONE CASING AND OVERHEAD WALL TREATMENT AT MAIN TOWNHOUSE GATEWAY.

MATERIAL SAMPLES, COLORS AND FINISHES ARE OFFERED AS INTENDED DIRECTION - FINAL SELECTIONS MAY VARY BASED UPON SOURCE AND MANUFACTURER.

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Chabad
Chabad


Chabad
Chabad

COMMUNITY OPEN HOUSE

Tuesday June 2nd, 2026

5:30 p.m. – 7:00 p.m.

Winter Park Community Center, Cypress Room

721 W New England Ave, Winter Park, FL 32789

Contact:
Andrew McCown,
GAI Consultants, Inc.
(321)319.3069
a.mccown@gaiconsultants.com
618 E. South Street, Ste 700,
Orlando, FL 32801

You are cordially invited to attend an Open House to learn more about the proposed El Cortez townhome and synagogue development.

The Open House, scheduled for **June 2, 2026 at 5:30 p.m.**, will provide an opportunity to review concept plans, ask questions, and share feedback with the project team prior to the City's public review process.

The proposed project includes both a residential and a non-residential component. The residential component would consist of five three-story townhome units fronting Morse Boulevard. The non-residential component would include a synagogue fronting Knowles Avenue, which would function as both a house of worship and a daycare.

The synagogue is proposed to accommodate up to 80 attendees, supported by four to six staff members. The daycare would operate within the same facility and would serve up to 60 children (15-20 at time of opening).



Please note: This Open House is an informal, informational meeting and is not a public hearing; no formal decisions will be made. The dates listed below for the City's Planning & Zoning Board and City Commission meetings are separate from the Open House and are anticipated to be conducted by the City at the following times.

Anticipated Public Hearing Dates:

Planning & Zoning Board

Tuesday 07.07.26* @ 5 p.m.

City Commission

Wednesday 07.22.26* @ 3:30 p.m.

*Dates are subject to change. For updates, please access cityofwinterpark.org/meetings.

Parcel	FullName	FullName2	Address	CityZip		
302205940036120.00	120 RPP LLC		547 N VIRGINIA AVE	WINTER PARK	FL 32789	
302206384500001.00	147 INTERLACHEN PLACE CONDOMINIUM ASSN INC		1000 PINE HOLLOW PT	ALTAMONTE SPRINGS	FL 32714	
302205940029090.00	152 LINCOLN AVENUE PARTNERS LLC		152 LINCOLN AVE	WINTER PARK	FL 32789	
302206384503020.00	AIMEE F MCBRIDE REVOCABLE TUST		147 S INTERLACHEN AVE APT 350	WINTER PARK	FL 32789	
302206384504020.00	AIMEE RUSINKO KAKOS REVOCABLE TRUST		147 S INTERLACHEN AVE APT 450	WINTER PARK	FL 32789	
302206141704010.00	ALICE MARY MCMAHON TRUST		1620 MAYFLOWER CT APT A316	WINTER PARK	FL 32792	
302206686807006.00	ANDERSON EHRY JANE		311 E MORSE BLVD APT 7-6	WINTER PARK	FL 32789	
302206686806021.00	ANNE P MYERS REVOCABLE LIVING TRUST		311 E MORSE BLVD UNIT 6-21	WINTER PARK	FL 32789	
302205940029080.00	ANONYME LLC		716 KIWI CIR	WINTER PARK	FL 32789	
302206141703140.00	AVELLINO FLORIDA LLC		315 E NEW ENGLAND AVE UNIT 29	WINTER PARK	FL 32789	
302206141705030.00	BAIN GAIL BENEDICT		10700 NE 4TH ST UNIT 706	BELLEVUE	WA 98004	
302207590500402.00	BANCREDIT OF AMERICA INC		157 E NEW ENGLAND AVE STE 402	WINTER PARK	FL 32789	
302207876900080.00	BANG JI YOUNG		315 E NEW ENGLAND AVE UNIT 8	WINTER PARK	FL 32789	
302207876900190.00	BARBARA A MCCULLOCH REVOCABLE TRUST		25 N DOWNING ST UNIT 2-502	DENVER	CO 80218	
302206815000060.00	BARBARA L GRODIN REVOCABLE TRUST		125 S INTERLACHEN AVE UNIT 6	WINTER PARK	FL 32789	
302206141702090.00	BARNARD KATHERINE	GERARD CORINNE DYER	102 S INTERLACHEN AVE UNIT 209	WINTER PARK	FL 32789	
302206141703100.00	BARR THOMAS L	BARR ELIZABETH M	102 S INTERLACHEN AVE UNIT 310	WINTER PARK	FL 32789	
302206384502010.00	BEVERLY B ELLARS TRUST		224 FAIRWAY VILLAS	HIGHLANDS	NC 28741	
302206686807016.00	BEVERLY R EMSLEY REVOCABLE LIVING TRUST		PO BOX 302	WINTER PARK	FL 32790	
302205940039021.00	BFC PARK AVENUE LLC		PO BOX 3010	WINTER PARK	FL 32790	
302206686806003.00	BOEHM REINHILD	RODRIGUES PHILIPPA	22 640 PARK AVE N	WINTER PARK	FL 32789	
302206141704030.00	BOVIS JENELL M		100 S INTERLACHEN AVE APT 403	WINTER PARK	FL 32789	
302206686805001.00	BREMER SHERRY T		311 E MORSE BLVD UNIT 5-1	WINTER PARK	FL 32789	
302205940039251.00	BROOKS WELBOURNE LLC		124 E WELBOURNE AVE STE 1	WINTER PARK	FL 32789	
302206686804001.00	BROWN KAREN E		311 E MORSE BLVD APT 4-1	WINTER PARK	FL 32789	
302206686806007.00	BURKE KATHLEEN		9016 BALCONES CLUB DR	AUSTIN	TX 78750	
302207876900010.00	BUTLER JEFFREY	REINECKE SARAH	315 E NEW ENGLAND AVE UNIT 1	WINTER PARK	FL 32789	
302207876900230.00	CALIGIURI DANIEL A	CALIGIURI MELISSA	315 E NEW ENGLAND AVE UNIT 23	WINTER PARK	FL 32789	
302207876900290.00	CAMPISI JAMES M	CAMPISI ANNMARIE	315 E NEW ENGLAND AVE UNIT 29	WINTER PARK	FL 32789	
302206686807004.00	CARPENTER PAMELA G		311 E MORSE BLVD APT B7-4	WINTER PARK	FL 32789	
302206384503010.00	CASIANO KIMBERLY	WOODROFFE JUAN	147 S INTERLACHEN AVE #301	WINTER PARK	FL 32789	
302205940018130.00	CHARLES HOSMER MORSE FOUNDATION INC		PO BOX 40	WINTER PARK	FL 32790	
302206141701060.00	CHRIST JEANNE G		100 S INTERLACHEN AVE UNIT 106	WINTER PARK	FL 32789	
302205940030002.00	CITY OF WINTER PARK		401 SOUTH PARK AVE	WINTER PARK	FL 32789	
302206141705040.00	CLARK DARRYLL L	KELLER BARRETT J	1912 GERDA TER	ORLANDO	FL 32804	
302206141705050.00	CLARK ELIZABETH S LIFE ESTATE	REM: DARRYLL L CLARK	100 S INTERLACHEN AVE APT 505D	WINTER PARK	FL 32789	
302207876900050.00	CLARKE CARTER W	ATHANS IRENE G	315 E NEW ENGLAND AVE UNIT 5	WINTER PARK	FL 32789	
302206141700001.00	CLOISTERS COND ASSN		100 S INTERLACHEN AVE | MANAGEMENT OFFICE	WINTER PARK	FL 32789	
302207876900160.00	COATES LARRY	COATES JENNIFER	315 E NEW ENGLAND AVE UNIT 16	WINTER PARK	FL 32789	
302207887700500.00	COSTA MICHAEL D	COSTA LINDA C	200 S INTERLACHEN AVE APT 500	WINTER PARK	FL 32789	
302206141704080.00	COSTIN JOSEPH LAURENCE JR TR		102 S INTERLACHEN AVE UNIT 409	WINTER PARK	FL 32789	
302206141705140.00	DAILY FRANK JEROME TR		4614 N LAKE DR	MILWAUKEE	WI 53211	
302206686804004.00	DAVID CHRISTOPHER F	DAVID HOPE E	6809 LEMON RD	MCLEAN	VA 22101	
302207876900280.00	DAVIDSON TIMOTHY C	HESSER JANA L	200 OCEAN TER	PALM BEACH	FL 33480	
302206141704110.00	DAVIS CLAIRE		102 S INTERLACHEN AVE APT 411	WINTER PARK	FL 32789	
302206141702070.00	DAVIS LINNEA M		PO BOX 528	ANNA MARIA	FL 34216	
302206141701010.00	DAYTON HOWARD LAPE JR	DAYTON LYNN JOSSELSON	100 S INTERLACHEN AVE UNIT 101C	WINTER PARK	FL 32789	
302206141704070.00	DENTON JUDITH A		102 S INTERLACHEN AVE APT 407	WINTER PARK	FL 32789	
302206686805003.00	DONNELLY JEROME J LIFE ESTATE	REM: MATTHEW DONNELLY	311 E MORSE BLVD APT 5-3	WINTER PARK	FL 32789	
302206686806017.00	DOUGLAS STEWART MCREYNOLDS REVOCABLE TRUST	ANNE EBY MCREYNOLDS REVOCABLE TRUST	311 E MORSE BLVD APT 6-17	WINTER PARK	FL 32789	
302206141705130.00	DOWDELL KRYSTINA		906 LOGGERHEAD ISLAND DR	SATELLITE BEACH	FL 32937	
302207590500101.00	DRSK2 LLC		3227 W HORATIO ST	TAMPA	FL 33609	
302207877600031.00	EDYTH BUSH CHARITABLE FOUNDATION INC		PO BOX 1967	WINTER PARK	FL 32790	
302207877600120.00	EL CORTEZ LTD		501 N MAGNOLIA AVE	ORLANDO	FL 32801	
302206384501010.00	ELEAZARS SWORD LLC		6803 DEAN DR	MCLEAN	VA 22101	
302205940036131.00	ELIZABETH MORSE GENIUS FOUNDATION		PO BOX 40	WINTER PARK	FL 32790	
302206141703030.00	EMILY B RIZZA REVOCABLE TRUST		100 S INTERLACHEN AVE	WINTER PARK	FL 32789	
302206686805004.00	EMSLEY JOSEPH W JR TR		PO BOX 302	WINTER PARK	FL 32790	
302206686807003.00	ESPINOSA ORDONEZ FRANCISCO JAVIER	ESPINOSA LOMBANA MARIA PAULINA	9107 REFLECTION POINTE DR	WINDERMERE	FL 34786	
302205940036211.00	ETHERIDGE-PIONEER LLC		641 N PARK AVE	WINTER PARK	FL 32789	
302206141705010.00	FADOOL JOHN J LIFE ESTATE	FADOOL MARGARET L LIFE ESTATE	100 S INTERLACHEN AVE APT 501	WINTER PARK	FL 32789	
302207876900150.00	FECHNER ROBERT	FECHNER SIHAM	315 E NEW ENGLAND AVE UNIT 315	WINTER PARK	FL 32789	
302207876900200.00	FECHNER SIHAM	FECHNER ROBERT J	315 E NEW ENGLAND AVE UNIT 20	WINTER PARK	FL 32789	
302206686806015.00	FERGER RICHARD		1230 MINNESOTA ST	ORLANDO	FL 32803	
302207877600061.00	FERRERO ALESSANDRO	FERRERO JULIE W	3333 LAKE SHORE DR	ORLANDO	FL 32803	
302206141705060.00	FERSHKO HELENA GRACE	FERSHKO ADAM AVIGDOR	1465 WOODBURY AVE STE 215	PORTSMOUTH	NH 03801	
302205940038010.00	FIRST CONGREGATIONAL OF WINTER PARK		225 S INTERLACHEN AVE	WINTER PARK	FL 32789	
302206815000030.00	FRANK A SANTOS REVOCABLE TRUST		1180 N NEW YORK AVE	WINTER PARK	FL 32789	
302206141703020.00	FRAZEE NORMA	FRAZEE CHARLES	100 S INTERLACHEN AVE APT 302D	WINTER PARK	FL 32789	
302206686806018.00	GEORG DIETMAR		311 E MORSE BLVD UNIT 6-18	WINTER PARK	FL 32789	
302206423001030.00	GERI L RYBACKI REVOCABLE TRUST		45 MONUMENT VALLEY RD	GREAT BARRINGTON	MA 01230	
302206496100100.00	GIERKE ROBERT T	GIERKE JENNIFER C	140 E MORSE BLVD UNIT J	WINTER PARK	FL 32789	
302206496100070.00	GOINGS SUSAN PORCARO	GOINGS EVERETT V	5163 FAIRWAY OAKS DR	WINDERMERE	FL 34786	
302207876900040.00	GOLL STEPHEN R LIFE ESTATE	GOLL DIANE B LIFE ESTATE	315 E NEW ENGLAND AVE UNIT 4	WINTER PARK	FL 32789	
302206496100060.00	GOOD FLORIDA HOLDINGS COMSTOCK LLC		1667 LASBURY AVE	WINTER PARK	FL 32789	
302206496100010.00	GORDON S NUTT II REVOCABLE TRUST		PO BOX 940006	MAITLAND	FL 32794	
302206141704060.00	GRAFF KENNETH S	GRAFF SHARON F	102 S INTERLACHEN AVE APT 406	WINTER PARK	FL 32789	
302206141703120.00	GRAY AARON WILLIAM		104 S INTERLACHEN AVE APT 312D	WINTER PARK	FL 32789	
302206141701090.00	HARD JEANNE TAYLOR		102 S INTERLACHEN AVE UNIT 109	WINTER PARK	FL 32789	
302206686806001.00	HARRIS LISA MARIE		311 E MORSE BLVD APT 6-1	WINTER PARK	FL 32789	
302207876900120.00	HAUGHEY ALAN CHRISTOPHER	HAUGHEY JOAN CAROL	315 E NEW ENGLAND AVE UNIT 12	WINTER PARK	FL 32789	
302206141704100.00	HAYES JENNIFER E		100 S INTERLACHEN AVE UNIT 410	WINTER PARK	FL 32789	
302206686807017.00	HEDGE PATRICK F JR	HEDGE CYNTHIA	311 E MORSE BLVD	WINTER PARK	FL 32789	
302206141704050.00	HEEN AND WEEZY IRREVOCABLE TRUST		100 S INTERLACHEN AVE UNIT 405	WINTER PARK	FL 32789	
302205940029150.00	HERBERT KUNSTADT IRA ROLLOVER 60% INT	DOROTHY KUNSTADT IRA ROLLOVER CR 40% INT	870 5TH AVE APT 14A	NEW YORK	NY 10065	
302205939829171.00	HERNANDEZ VICTOR DAVID	HERNANDEZ MILDRED M	121 E MORSE BLVD	WINTER PARK	FL 32789	
302206141702030.00	HOAG ERIK DEAN	HOAG ALLISON MARIE	508 PONTE VEDRA BLVD	PONTE VEDRA BEACH	FL 32082	
302207590500302.00	HOBBY LINDA H		4032 SHORECREST DR	ORLANDO	FL 32804	
302206141702110.00	HOFFMAN JAMES R	HOFFMAN DEBORAH LYNN	102 S INTERLACHEN AVE UNIT 211	WINTER PARK	FL 32789	
302206141701070.00	HOLLIFIELD TRAVIS R		100 S INTERLACHEN AVE UNIT 107F	WINTER PARK	FL 32789	
302206141703060.00	HOLLINGSWORTH LINDA LIFE ESTATE	REM: JENNIFER HOLLINGSWORTH	100 S INTERLACHEN AVE UNIT 306	WINTER PARK	FL 32789	
302206141702060.00	HOLLINGSWORTH VICKI LIFE ESTATE	REM: JOHN M HOLLINGSWORTH JR	4800 PELICAN COLONY BLVD UNIT 1102	BONITA SPRINGS	FL 34134	
302205940059051.00	HOLT PROPERTIES LLC		1000 HOLT AVE STE 2717	WINTER PARK	FL 32789	
302206141702020.00	HUGHES APRIL W		100 S INTERLACHEN AVE APT 202D	WINTER PARK	FL 32789	
302206686806005.00	HUMPHREY JOHN G	HUMPHREY MELANIE F	311 E MORSE BLVD UNIT 6-5	WINTER PARK	FL 32789	
302206141701080.00	HUNT ADAM R		100 S INTERLACHEN AVE	UNIT 108	WINTER PARK	FL 32789
302206686804002.00	HUNT CAROL C	HUNT KEVIN J	311 E MORSE BLVD APT 4-2	WINTER PARK	FL 32789	
302207590500403.00	INTERNATIONAL GOLD BROKERS LLC		157 E NEW ENGLAND AVE STE 202	WINTER PARK	FL 32789	
302206496100080.00	IRA US REALTY LLC		670 AVE PONCE DE LEON STE 17	SAN JUAN	PR 00907	
302206141702080.00	JACOBS SAMUEL J LIFE ESTATE	JACOBS ELISA D LIFE ESTATE	102 S INTERLACHEN AVE UNIT 208	WINTER PARK	FL 32789	
302206141705120.00	JAFFE RICHARD	JAFFE JEANNE	2665 N ATLANTIC AVE #415	DAYTONA BEACH	FL 32118	
302207876900260.00	JAMES AND ANNA MEYER LIVING TRUST		315 E NEW ENGLAND AVE UNIT 26	WINTER PARK	FL 32789	
302206686806006.00	JAMES ANNETTE		311 E MORSE BLVD UNIT 6-6	WINTER PARK	FL 32789	
302206141701110.00	JANET BAILES LARUE REVOCABLE TRUST		4207 S ATLANTIC AVE UNIT 5S	NEW SMYRNA BEACH	FL 32169	
302205940028509.00	JASMUND DAVID J	JASMUND ELIZABETH D	208 N INTERLACHEN AVE	WINTER PARK	FL 32789	
302206141705110.00	JOANNA M WANZENBERG LEATHERS TRUST		2550 NW 13TH AVE	GAINESVILLE	FL 32605	
302206686807011.00	JONES JAMES		611 FAIRMONT AVE APT C	SAFETY HARBOR	FL 34695	
302206141702100.00	JOY DOROTHY FERRAN REVOCABLE TRUST		102 S INTERLACHEN AVE APT 210	WINTER PARK	FL 32789	
302206686807018.00	KAHN STEVEN G LIFE ESTATE	KAHN SUSAN H LIFE ESTATE	311 E MORSE BLVD APT 7-18	WINTER PARK	FL 32789	
302207877600011.00	KARENS GARAGE LLC		329 N PARK AVE FL 2	WINTER PARK	FL 32789	

3022078877003000.00	KATHRYN B GRAMMER TRUST		200 S INTERLACHEN AVE APT 300	WINTER PARK	FL 32789	
3022078769000900.00	KATHRYN M SUTTON REVOCABLE TRUST		315 E NEW ENGLAND AVE	UNIT 9	WINTER PARK	FL 32789
3022063845040010.00	KATZEN HENRIETTA		147 S INTERLACHEN AVE APT 400	WINTER PARK	FL 32789	
3022064961001100.00	KEEN ALLAN E	KEEN LINDA S	140 E MORSE BLVD APT K	WINTER PARK	FL 32789	
3022066868070080.00	KENNEY SUSAN	KENNEY EDWARD	85 BANK ST	HARWICH PORT	MA 02646	
3022066868060190.00	KEY PATRICIA J	CRESSEY PETER M	311 E MORSE BLVD APT 6-19	WINTER PARK	FL 32789	
3022070100000210.00	KHOURY MARTA		219 ALEXANDER PL	WINTER PARK	FL 32789	
3022078769000700.00	KIRWIN KARYN	KIRWIN BRIAN P	315 E NEW ENGLAND AVE UNIT 7	WINTER PARK	FL 32789	
3022059400380500.00	KNOWLES GROUP LLC		200 S KNOWLES AVE	WINTER PARK	FL 32789	
3022066868070050.00	KUBASTA BRENT		600 GARDEN CLUB DR	DELAND	FL 32724	
3022064230020400.00	LACHEN HOUSE LLC		200 S KNOWLES AVE	WINTER PARK	FL 32789	
3022061417041200.00	LAGADE MARIA JOSEFINA G ESTATE	MARIA JOSEFINA G LAGADE FAMILY TRUST	100 S INTERLACHEN AVE UNIT 412D	WINTER PARK	FL 32789	
3022059400291010.00	LANDS END INVESTMENTS LLC		180 N PARK AVE STE 2A	WINTER PARK	FL 32789	
3022078769001000.00	LANTZ ROYAL E JR	LANTZ WENDELYN E	315 E NEW ENGLAND AVE UNIT 10	WINTER PARK	FL 32789	
3022068150000100.00	LEDDEN JONATHAN L	LEDDEN KRISTA S	1020 N PENNSYLVANIA AVE	WINTER PARK	FL 32789	
3022061417021200.00	LEE AND MARSHA ADLER FAMILY TRUST		104 S INTERLACHEN AVE UNIT 212	WINTER PARK	FL 32789	
3022068150000200.00	LEGLER ROBERT C JR	LEGLER ERIN M	125 S INTERLACHEN AVE APT 2	WINTER PARK	FL 32789	
3022064230010100.00	LH LIVING LLC		1765 E HUBBARD AVE	SALT LAKE CITY	UT 84108	
3022061417030100.00	LIGHTSEY KATHLEEN F	LIGHTSEY ALTON L	100 S INTERLACHEN AVE APT 301	WINTER PARK	FL 32789	
3022059400190920.00	LINCOLN AND KNOWLES LLC		225 W CANTON AVE STE 600	WINTER PARK	FL 32789	
3022061417041400.00	LIVINGSTON MELINDA JUDITH		104 S INTERLACHEN AVE APT 414	WINTER PARK	FL 32789	
3022059400291800.00	LULU I LLC		300 N PARK AVE STE 200	WINTER PARK	FL 32789	
3022068150000400.00	LYDEN SCOTT A	LYDEN EUGENIA B	985 LINCOLN CIR	WINTER PARK	FL 32789	
3022078877002500.00	LYNN K FESSLER REVOCABLE TRUST		200 S INTERLACHEN AVE APT 250	WINTER PARK	FL 32789	
3022059400390800.00	M D P PARK AVENUE FAMILY LDT		829 LOWELL BLVD OFC	ORLANDO	FL 32803	
3022064961000900.00	MACEDONIAN LEGACY LLC		4455 MILITARY TRL STE 201	JUPITER	FL 33458	
3022061417010300.00	MACKIERNAN STUART		100 S INTERLACHEN AVE APT 103	WINTER PARK	FL 32789	
3022078769001300.00	MADAN REALTY TRUST		315 E NEW ENGLAND AVE UNIT 13	WINTER PARK	FL 32789	
3022066868040030.00	MARCH SUSAN A LIFE ESTATE	REM: SUSAN ANN MARCH REVOCABLE TRUST	311 E MORSE BLVD APT 4-3	WINTER PARK	FL 32789	
3022061417011200.00	MARIA A SCHIAVI QUALIFIED PERSONAL RESIDENCE TRUST		482 LAKEWOOD DR	WINTER PARK	FL 32789	
3022066868070150.00	MARY W COLLISON FAMILY TRUST		180 S KNOWLES AVE STE 3	WINTER PARK	FL 32789	
3022066868060140.00	MASCIANTONI PATRICIA M LIFE ESTATE	REM: JARROD M LOPATKA	311 E MORSE BLVD APT 6-14	WINTER PARK	FL 32789	
3022078769001100.00	MASSIMIANO PAUL STEPHEN	MASSIMIANO SUE ALLISON	315 E NEW ENGLAND AVE UNIT 11	WINTER PARK	FL 32789	
3022061417011400.00	MCALEER BRIAN THOMAS	SUAREZ YADIA	104 S INTERLACHEN AVE APT 114	WINTER PARK	FL 32789	
3022066868060160.00	MCAP HOLDINGS INC		311 E MORSE BLVD APT 6-17	WINTER PARK	FL 32789	
3022075905003040.00	MCKEEVER JOSEPH D	MCKEEVER SUZANNE	157 E NEW ENGLAND AVE STE 304	WINTER PARK	FL 32789	
3022078769002400.00	MCNAMARA THOMAS B	COOK TONY G	315 E NEW ENGLAND AVE UNIT 24	WINTER PARK	FL 32789	
3022063845010200.00	MEEHAN JEFFREY B	MEEHAN PATRICIA H	147 S INTERLACHEN AVE UNIT 150	WINTER PARK	FL 32789	
3022064961001200.00	MELODY S ROADMAN TRUST		140 E MORSE BLVD APT L	WINTER PARK	FL 32789	
3022059400290530.00	MENNELLO PROPERTIES LLC		2035 SUMMERLAND AVE	WINTER PARK	FL 32789	
3022078769003100.00	MEYER CHARLES A III	MEYER DIANNE S	315 E NEW ENGLAND AVE UNIT 31	WINTER PARK	FL 32789	
3022061417031100.00	MEYER MARY ANN LIFE ESTATE	REM: GREGORY P ENGELMAN	102 S INTERLACHEN AVE APT 311	WINTER PARK	FL 32789	
3022066868070010.00	MILAS EUGENE	MILAS NANCY CAROL	476 SYLVANIA DR	CANONSBURG	PA 15317	
3022068150000500.00	MITNIK KEITH	MITNIK GWEN	125 S INTERLACHEN AVE APT 5	WINTER PARK	FL 32789	
3022078769001800.00	MK FAMILY TRUST		315 E NEW ENGLAND AVE UNIT 18	WINTER PARK	FL 32789	
3022066868060220.00	MONROE SANDRA M		311 E MORSE BLVD APT 6-22	WINTER PARK	FL 32789	
3022061417020400.00	MOSHIRI FAMILY TRUST		100 S INTERLACHEN AVE UNIT 204D	WINTER PARK	FL 32789	
3022066868070070.00	MURPHY STUART BLAIR	MURPHY DIANE	311 E MORSE BLVD APT 7-7	WINTER PARK	FL 32789	
3022066868050050.00	NANCI S YURONIS REVOCABLE TRUST		311 E MORSE BLVD APT 5-5	WINTER PARK	FL 32789	
3022075905002040.00	NEB 204 WINTER PARK LLC		1411 HIBISCUS AVE	WINTER PARK	FL 32789	
3022075905003010.00	NEW ENGLAND ASSETS LLC		157 E NEW ENGLAND AVE STE 302	WINTER PARK	FL 32789	
3022061417011300.00	NICOLA J WISE REVOCABLE TRUST		104 S INTERLACHEN AVE UNIT 113	WINTER PARK	FL 32789	
3022066868060090.00	NICOLE HIERS SEYBOLD REVOCABLE TRUST		PO BOX 473	WINTER PARK	FL 32790	
3022061417040400.00	NISSAN SALLY		100 S INTERLACHEN AVE UNIT 404D	WINTER PARK	FL 32789	
3022066868060200.00	NORRIS BRUCE A		15 W CHURCH ST STE 301	ORLANDO	FL 32801	
3022075905003000.00	NORTHSTAR REALTY CAPITAL I LLC		157 E NEW ENGLAND AVE STE 370	WINTER PARK	FL 32789	
3022059400290710.00	OFF PARK LLC		829 LOWELL BLVD OFC	ORLANDO	FL 32803	
3022059398291720.00	OSHAUGHNESSY THOMAS MICHAEL TR	OSHAUGHNESSY LESLIE WINDRAM TR	PO BOX 190	WINTER PARK	FL 32790	
3022066868060020.00	PAGAMA311 LLC		402 FLAGLER AVE	NEW SMYRNA BEACH	FL 32169	
3022059400291020.00	PARK AVE LOFTS LLC		1760 ELIZABETHS WALK	WINTER PARK	FL 32789	
3022066868040050.00	PARKER JESSICA N		311 E MORSE BLVD UNIT 4-5	WINTER PARK	FL 32789	
3022064230010400.00	PASSALACQUA LIMITED PARTNERSHIP		PO BOX 2104	WINTER PARK	FL 32790	
3022078769001700.00	PATRICIA D SIGMON REVOCABLE TRUST		315 E NEW ENGLAND AVE UNIT 17	WINTER PARK	FL 32789	
3022059398291730.00	PATRICK WILLIAM J TR	PATRICK JENIFER D TR	502 BALMORAL RD	WINTER PARK	FL 32789	
3022066868060040.00	PATTI CHRISTINE S		PO BOX 620537	OVIEDO	FL 32762	
3022078769000600.00	PAUL ALAN LEVINSON AND PATRICIA KEMP LEVINSON LIVING TRUST		315 E NEW ENGLAND AVE UNIT 6	WINTER PARK	FL 32789	
3022059400390900.00	PELLI FAMILY INVESTMENT LLC		475 LAKEWOOD DR	WINTER PARK	FL 32789	
3022059400290510.00	PERIVALE PARTNERS LLC		133 E MORSE BLVD	WINTER PARK	FL 32789	
3022064961000200.00	PHELPS JONATHAN D	PHELPS ESTHER M	140 E MORSE BLVD APT B	WINTER PARK	FL 32789	
3022061417051000.00	POWELL ANDREW		102 S INTERLACHEN AVE APT 510	WINTER PARK	FL 32789	
3022061417020500.00	PROCTOR RICHARD H III		100 S INTERLACHEN AVE APT 205	WINTER PARK	FL 32789	
3022078769002500.00	PROTEGGERE LLC		315 E NEW ENGLAND AVE UNIT 29	WINTER PARK	FL 32789	
3022059400291910.00	RCJ OF WINTER PARK NO 3 LLLP		1011 N WYMORE RD STE 100	WINTER PARK	FL 32789	
3022059400392520.00	RCJ OF WINTER PARK NO 3 LLLP		PO BOX 1720	WINTER PARK	FL 32790	
3022075905002010.00	REPUBLIC SHINGLE CREEK LLC		157 E NEW ENGLAND AVE STE 402	WINTER PARK	FL 32789	
3022075905004010.00	RHODES INVESTMENTS L L C		157 E NEW ENGLAND AVE STE 440	WINTER PARK	FL 32789	
3022066868060100.00	ROBERT S THORNTON AND DIANE D THORNTON REVOCABLE FAMILY TRUST		311 E MORSE BLVD APT 6-10	WINTER PARK	FL 32789	
3022078877004000.00	ROBERT T HATTAWAY 1996 TRUST		500 SKIDDER CT	LONGWOOD	FL 32750	
3022061417050700.00	ROMANCE DAWN MARIE		100 S INTERLACHEN AVE UNIT 507	WINTER PARK	FL 32789	
3022061417010200.00	RUBY FAMILY IRREVOCABLE TRUST		100 S INTERLACHEN AVE UNIT 102	WINTER PARK	FL 32789	
3022061417030400.00	RUSSELL T CARR REVOCABLE TRUST	INGA K CARR REVOCABLE TRUST	4426 N ORANGE BLOSSOM TRL	ORLANDO	FL 32804	
3022061417041300.00	RUTH V STOKES REVOCABLE TRUST		100 S INTERLACHEN AVE APT 413	WINTER PARK	FL 32789	
3022066868060120.00	SAENZ FORTEZA MARIA ISABEL		311 E MORSE BLVD APT 6-12	WINTER PARK	FL 32789	
3022078769000200.00	SALLY P LOVERN FLORIDA RESIDENCE TRUST 50% INT	ROBERT W LOVERN FLORIDA RESIDENCE TRUST 50% INT	315 E NEW ENGLAND AVE UNIT 2	WINTER PARK	FL 32789	
3022070100000300.00	SALTSMAN ROBERT P	POLLAK HEATHER	201 ALEXANDER PL	WINTER PARK	FL 32789	
3022078877003500.00	SANCHEZ-MASI LUIS A LIFE ESTATE	SANCHEZ-MASI GIANNINA P LIFE ESTATE	200 S INTERLACHEN AVE APT 350	WINTER PARK	FL 32789	
3022064230020100.00	SANGSTER DOUGLAS S LIFE ESTATE	SANGSTER CHRIS ANNE LIFE ESTATE	220 E MORSE BLVD UNIT 202	WINTER PARK	FL 32789	
3022061417021400.00	SCHOETTELKOTTE J WALLACE	SCHOETTELKOTTE WILLIAM WALLACE	PO BOX 3029	WINTER PARK	FL 32790	
3022078769002200.00	SCHULTE DAVID	SCHULTE PAMELA	315 E NEW ENGLAND AVE UNIT 22	WINTER PARK	FL 32789	
3022078769003000.00	SCHWARTZ RICHARD	VARTIKAR JASMINE	94 BABCOCK ST	BROOKLINE	MA 02446	
3022061417031300.00	SEELINGER GARY F		104 S INTERLACHEN AVE APT 313	WINTER PARK	FL 32789	
3022078877002000.00	SHAPIRO BERTA M TR		200 S INTERLACHEN AVE APT 200	WINTER PARK	FL 32789	
3022066868060080.00	SHEAFFER WILLIAM		311 E MORSE BLVD UNIT 6-8	WINTER PARK	FL 32789	
3022078877004500.00	SHEEHAN KAREN M		200 S INTERLACHEN AVE APT 450	WINTER PARK	FL 32789	
3022066868050060.00	SHEILA S SHEEHAN REVOCABLE TRUST		311 E MORSE BLVD APT 5-6	WINTER PARK	FL 32789	
3022061417030800.00	SHERRY PAMELA LIFE ESTATE	REM: PAMELA M SHERRY REVOCABLE TRUST	102 S INTERLACHEN AVE APT 309	WINTER PARK	FL 32789	
3022066868060230.00	SMITH EDITH H		311 E MORSE BLVD APT 6-23	WINTER PARK	FL 32789	
3022078769000300.00	SMUCKLER DAVID	TABAS MAXINE	315 E NEW ENGLAND AVE UNIT 3	WINTER PARK	FL 32789	
3022068150000010.00	SOUTH INTERLACHEN PLACE HOMEOWNERS ASSN INC		760 FLORIDA CENTRAL PKWY STE 200	LONGWOOD	FL 32750	
3022063845020200.00	SOUTH PENN AVE LLC		127 W FAIRBANKS AVE STE 492	WINTER PARK	FL 32789	
3022078776001700.00	SPEEDLEMION LLC		3300 UNIVERSITY BLVD STE 218	WINTER PARK	FL 32792	
3022066868060110.00	SPIEGEL DAVID LIFE ESTATE	SPIEGEL CAROL LIFE ESTATE	311 E MORSE BLVD APT 6-11	WINTER PARK	FL 32789	
3022075905002020.00	SPIRE DEVELOPMENT INC		157 E NEW ENGLAND AVE STE 202	WINTER PARK	FL 32789	
3022075905002030.00	STAEDA HEALTH LLC		11645 MONUMENT DR UNIT 1415	BRADENTON	FL 34211	
3022066868040060.00	STANDRIDGE GEORGE	STANDRIDGE MARY	311 E MORSE BLVD APT 4-6	WINTER PARK	FL 32789	
3022066868070020.00	SWANSON JOHN A	SWANSON SUZANNE T	1528 N DEVONWOOD LN	CLOVIS	CA 93619	
3022061417050200.00	TAYLOR DEBORAH OKELLEY	CLEMENTS ROBERT F	100 S INTERLACHEN AVE UNIT 502D	WINTER PARK	FL 32789	
3022064230020500.00	TEDROW TYLER		1252 VIA DEL MAR	WINTER PARK	FL 32789	
3022061417010400.00	THEOBALD JOHN	THEOBALD GEORGINA	100 S INTERLACHEN AVE UNIT 104	WINTER PARK	FL 32789	
3022061417020100.00	THOMAS PHILIP D	THOMAS DANA S	100 S INTERLACHEN AVE APT 201	WINTER PARK	FL 32789	
3022078776000740.00	TULANELAW LLC		PO BOX 30	WINTER PARK	FL 32790	

302206496100130.00	UNANUE MARI		140 E MORSE BLVD UNIT M	WINTER PARK	FL 32789
302207876900001.00	VILLA SIENA WP CONDOMINIUM ASSN INC		315 E NEW ENGLAND AVE	WINTER PARK	FL 32789
302206141701100.00	VILLA VIEW PROPERTIES LLC		680 PANSY AVE	WINTER PARK	FL 32789
302207590500205.00	WAGERS PROPERTIES LLC		2932 WESTCHESTER AVE	ORLANDO	FL 32803
302206141704020.00	WATTS JULIAN	WATTS PAMELA	100 S INTERLACHEN AVE UNIT 402D	WINTER PARK	FL 32789
302207876900270.00	WAYNE J VON DREELE REVOCABLE TRUST		315 E NEW ENGLAND AVE UNIT 27	WINTER PARK	FL 32789
302206686807019.00	WEST ELON JR	WEST RAYMOND ANDREW	1115 FAIRWAY DR	WINTER PARK	FL 32792
302206686800001.00	WHISPERING WATERS APARTMENTS CONDO ASSN INC		2180 W STATE ROAD 434 STE 5000	LONGWOOD	FL 32779
302206141705080.00	WHITE MICHAEL W LIFE ESTATE	WHITE DIANE M LIFE ESTATE	102 S INTERLACHEN AVE APT 509	WINTER PARK	FL 32789
302206496100050.00	WILDING ERNEST L	WILDING MARY T	140 E MORSE BLVD APT E	WINTER PARK	FL 32789
302205940019111.00	WILLIAMS LARRY E	WILLIAMS JOYCE M	PO BOX 3347	WINTER PARK	FL 32790
302205940029160.00	WINDFALL PROPERTIES LLP		59851 OLIVER HEIGHTS LN	SAINT HELENS	OR 97051
302206686805002.00	WINN DANA P LIFE ESTATE	REM: THOMAS SCOTT BROWNING 50% INT	311 E MORSE BLVD APT 5-2	WINTER PARK	FL 32789
302205940027010.00	WINTER PARK METHODIST CHURCH		125 N INTERLACHEN AVE	WINTER PARK	FL 32789
302206141702130.00	YARBROUGH MARY S LIFE ESTATE	REM: MARY SUZANN YARBOURH TRUST	104 S INTERLACHEN AVE APT 213D	WINTER PARK	FL 32789
302207876900140.00	ZAMORA MARTIN R		315 E NEW ENGLAND AVE UNIT 14	WINTER PARK	FL 32789
302206496100030.00	ZANE AND EMILY WILLIAMS TRUST		140 E MORSE BLVD UNIT C	WINTER PARK	FL 32789

COMMUNITY OPEN HOUSE

EL CORTEZ REDEVELOPMENT

SYNAGOGUE AND TOWNHOMES

CYPRESS ROOM

JUNE 2, 2026
5:30 P.M. – 7:00 P.M.

PLEASE SIGN IN UPON ENTRY



HOSTED BY GAI CONSULTANTS, EL CORTEZ, LTD, AND CHABAD OF GREATER ORLANDO

gai consultants
COMMUNITY SOLUTIONS GROUP

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Sign-In Sheet

Project Name: EL CORTEZ

Date/Time: JUNE 2, 2026

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Sign-In Sheet

Project Name: EL CORTEZ

Date/Time: JUNE 2, 2026

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1	Ellen Wolfson	1266 Via Salerno	ELRWolfson@gmail.com
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8	Ted Edwards	800 N Interlachen	Tedwards@Tedwardslaw.com
9			
10			

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COMMUNITY SOLUTIONS GROUP

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Meeting Minutes

Subject	El Cortez Community Meeting
Meeting Date	June 2, 2026 5:30-7:00pm
Project	El Cortez Townhomes and Synagogue Redevelopment
Attendees	Andrew McCown; Jordan Kowalchik; Aimee Shields; Becky Wilson; Rabbi Dovid Dubov; Scott Zimmerman
Prepared by	Andrew McCown; Jordan Kowalchik;
Distribution	June 9, 2026

Notes

An informational public meeting was held June 2, 2026 to provide an opportunity for community discussion regarding the El Cortez Townhomes and Synagogue redevelopment at 210 E Morse Blvd. The meeting took place at the Winter Park Community Center. 17 community members signed in and were present at the meeting.

An overview of the planned project was provided with the site plan, landscape plan, and renderings available for reference. After the overview, a Q&A was held followed by an open-house style discussion.

The following items were addressed during the Q&A:

- There were general inquiries into whether the parking garage was shared with the townhome units. The townhome units have their own garage and there is additional parking shared between the synagogue and townhomes on the surface.
- The square footage of the synagogue was discussed and details about the breakdown between the daycare use.
- Concerns were raised about how the daycare pickup and drop-off procedure would work. Discussion then ensued regarding the garage and non-parked drop-off and circulation in and around the site.
- A question was asked regarding the number of seats the synagogue will have. The Rabbi noted there will be 80 seats and highlighted that the synagogue and daycare operate at different times. The parking ratios are driven by the synagogue use, as it is the greatest generator of parking need.

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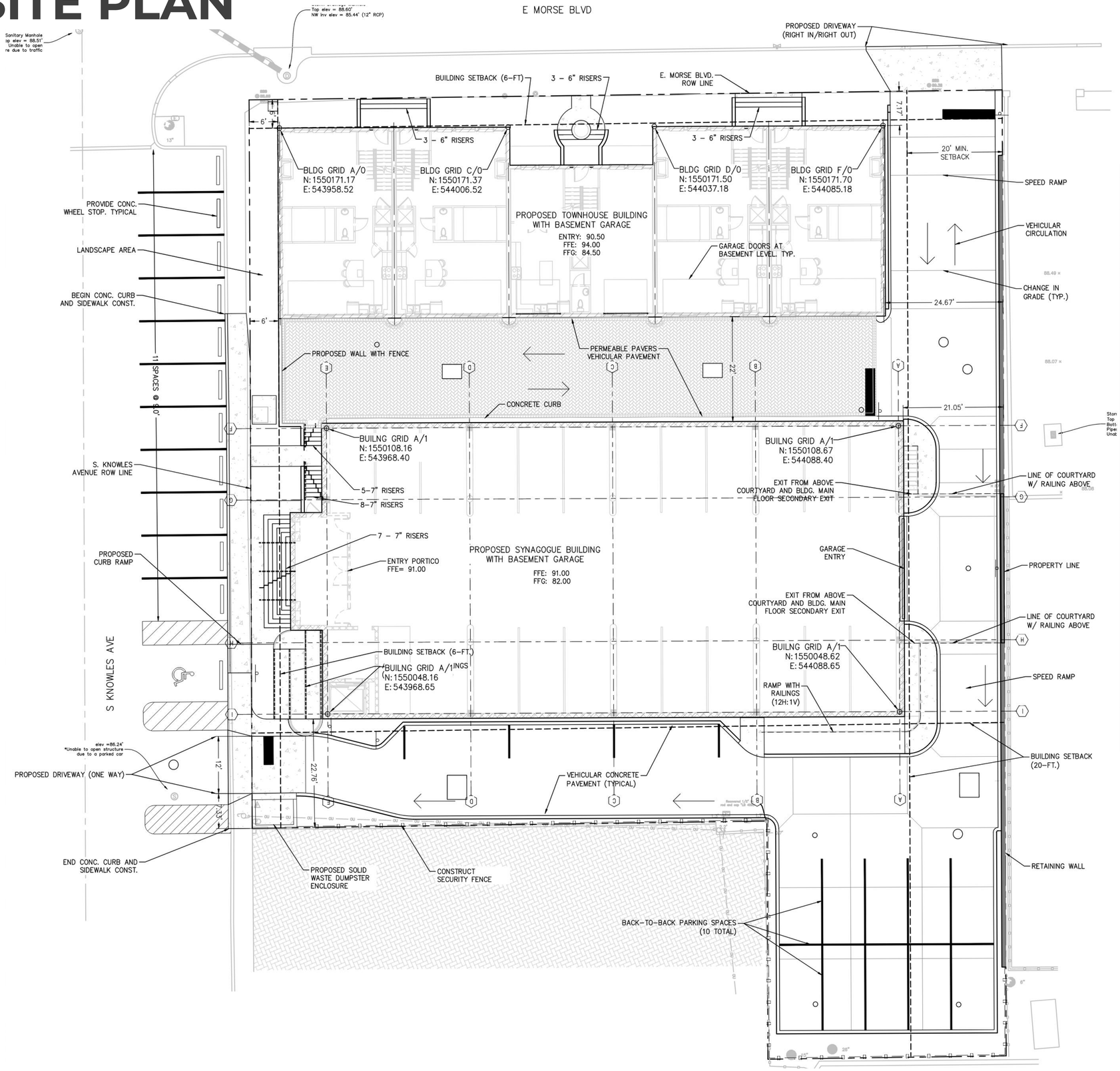
- It was inquired whether there will be rooftop events? It was noted that events utilizing the rooftop would not occur at the same time as service.
- Community members asked whether the daycare was daytime only. This was confirmed to be 8 a.m. through 3 p.m. with an additional pickup slot at 12:30 p.m.
- Clarification was sought regarding the days of service. Services begin Friday at sundown and end between 1 and 2 p.m. on Saturday.
- A community member asked for comment about the removal of 36 existing dwelling units in the current El Cortez apartments. Discussion ensued about the measures that can be taken city-wide and individual property rights. It would later be clarified that the community member was excited about the development, but wanted to emphasize the importance of housing during an affordability crisis. Further discussion ensued regarding the measures taken over the past 15+ years to create affordable and attainable housing in the city.
- It was asked who runs the daycare (non-profit, for-profit, etc.), the age of the children, and whether they had programs for families who cannot afford it. The Rabbi responded that it is a non-profit, the children are generally 1-4 years old, and there is a program to help families who cannot afford the service.
- Community members asked about the required open/play space for the daycare? The location of a play area above the garage underpass was shown and discussed.
- It was asked whether the synagogue or townhomes will be built first and where the parcel lines will be? It was explained the synagogue parcel will be approximately 2/3 of the site, but the exact line has not been determined yet. There was no definitive decision of which will be built first as it depends on funding, but the synagogue is more likely to be first.
- An attendee enquired about the potential asking price for the townhomes. It will be market driven, but similar projects are well over a million per unit.
- A concern for security was raised. The Rabbi explained there is a grant the synagogue pursues towards security improvements. There is security during services, and the garage has only one access point.
- Several members of the community were concerned about the traffic on Morse from the nearby Methodist Church, as pickup and drop off schedule will be similar to the synagogue's. Per the site plan, the synagogue exits onto Knowles, not Morse. Furthermore, there is a median on Morse that will separate traffic between the Methodist traffic and the synagogue traffic.

- More discussion ensued about adequate parking. It was explained the site plan meets Code and further that many members of the community will be walking to services.
- A community member asked if this project will impact the bus space at Morse and Knowles for the scenic boat tour. This project does not impact the existing right-of-way, including the bus space.
- Would there be adequate parking when accounting for staff? Yes, when factoring in the surface parking.
- How will the synagogue handle holiday attendance? The larger holidays are celebrated off-site.
- When discussing difficulty of parking, it was asked why the development had to be in the "heart of the city?" It was explained that civic uses, like places of worship, are traditionally in the Central Business District or other widely accessible locations that encourage walking.
- A community member inquired whether the existing membership of the synagogue would be moving to this location. This is correct, many members live in Winter Park.
- There was discussion with several community members immediately adjacent to the project regarding what will be visible from their homes or offices. Project team members helped visualize where specific buildings were in relation to the project and what will be visible (landscape buffers, specific architectural features, landscape buffer wall, etc.).
- Longtime Winter Park residents discussed the historic examples of parking issues and difficulties parking downtown. In response, the owner noted that the existing apartment site is extremely under-parked for the number of units, so this project potentially reduces the demand for off-site parking. Further discussion followed regarding the synagogue having a different a.m./p.m. peak travel times than surrounding residential or office development.

After the Q&A, the open-house portion began and community members had the chance to discuss individual concerns and examine the plan documents in greater detail.

End Notes

SITE PLAN



PLAN LEGEND:

- - - - -	PROJECT PROPERTY LINE
———	EXISTING FEATURE
═══	PROPOSED IMPROVEMENTS

0 10' 20'

FULL SCALE: 1"=10'
HALF SCALE: 1"=20'

SITE DATA TABLE			
	REQUIRED/ ALLOWED/EXISTING	PROVIDED	Exception or Waiver
PARCEL ID	07-22-30-8776-00-120		
PARCEL ACREAGE	0.61		
IMPERVIOUS AREA (AC)	0.46	0.52	
IMPERVIOUS SURFACE RATIO (ISR)	75% MAX	85%	X
FLOOR AREA RATIO (FAR)	200% MAX	99.9% PROPOSED	
UNIT COUNT	38 UNITS (EXISTING) MAX 17 UNIT / ACRE (10 UNITS)	5 UNITS	
BUILDING HEIGHT	40' (PER R4 DISTRICTS WITHIN THE CBD)	40' PLUS ARCHITECTURAL FEATURES	
FUTURE LAND USE DESIGNATION	HIGH DENSITY RESIDENTIAL		
ZONING DESIGNATION	R4 AND THE CENTRAL BUSINESS DISTRICT OVERLAY		
ON-SITE SOILS	URBAN LAND, 0 TO 2 PERCENT SLOPES		
FLOOD PLAIN	NOT WITHIN 100 YEAR FLOODPLAIN #12095C0255F EFFECTIVE SEPT 25,2009. (ZONE X)		
ON-SITE VEGETATION	GRASS PARKING ISLANDS	BUILDING LANDSCAPING	
PEDESTRIAN/ BIKE FACILITITES	MULTIFAMILY 1 PER 3 UNITS (2 REQUIRED)	WITHIN INDIVIDUAL GARAGES	
ON STREET PARKING SPACES	18 EXISTING	18	
ADA PARKING SPACES	1 (ON STREET) REQUIRED 1 (OFF STREET) REQUIRED	1 (ON STREET) PROVIDED 1 (OFF STREET) PROVIDED IN GARAGE	
OFF STREET PARKING SPACES	2.5 PER UNIT (PER R-3) REQUIRED: 13 SPACES SYNAGOGUE 80-SEATS, RATIO IS 4:1. REQUIRED: 20 SPACES TOTAL REQUIRED: 33 SPACES	PROVIDED 2 PER TOWNHOME IN INDIVIDUAL GARAGES PROVIDED: 10 SPACES SURFACE SPACES PROVIDED: 13 SPACES 10 STACKED SPACES 3 PARALLEL SPACES (TO BE SHARED WITH TOWNHOMES) GARAGE SPACES PROVIDED: 22 SPACES (1 ADA) TOTAL PROVIDED 45 SPACES	
BUILDING SETBACKS	E MORSE BLVD: 25' MIN. S KNOWLES AVE: 25' MIN. SIDE YARD: 5' MIN. REAR YARD: 5' MIN.	E MORSE BLVD: 6' S KNOWLES AVE: 6' SIDE YARD: 20' REAR YARD: 22'	X

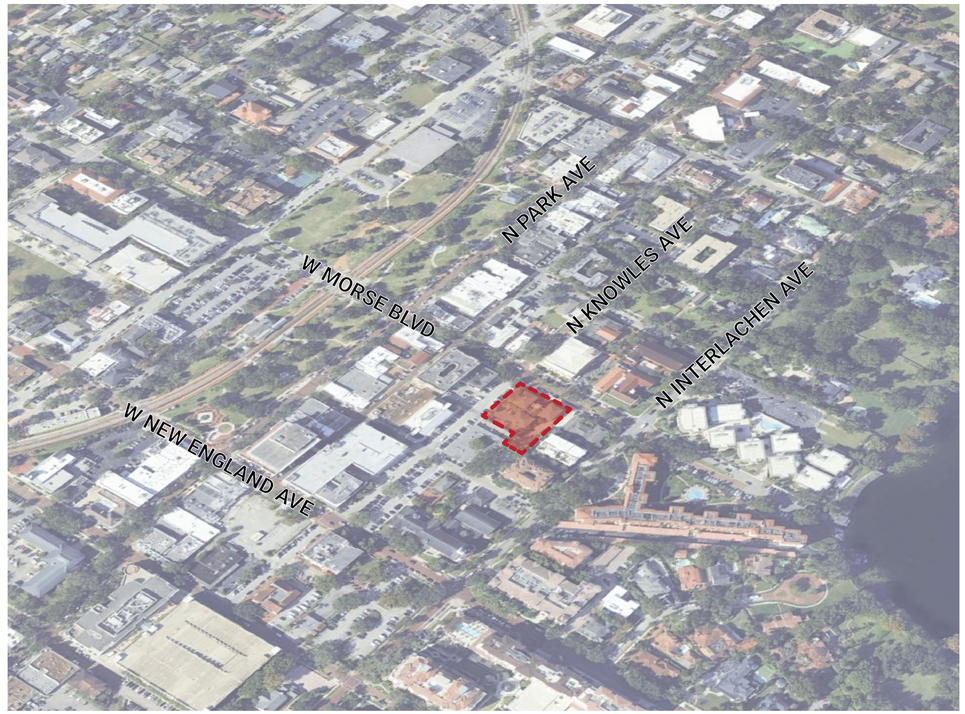
NOTES:

1. SIDEWALK CONSTRUCTION TO MEET ADA REQUIREMENTS.
   1.1. RAMPS MAXIMUM SLOPE 1:12 (8.33%).
   1.2. SIDEWALK / CROSSWALK MAXIMUM CROSS SLOPE 2.0%.
2. ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
3. PROPER SIGNAGE SHALL BE INSTALLED BY CONTRACTOR AT ALL INTERSECTING AND TERMINATED ROADS WITHIN THE PROJECT BOUNDARIES PER LOCAL GOVERNING REQUIREMENTS.
4. SIDEWALK REQUIREMENTS:
   - THE SIDEWALK CROSS SLOPE MUST NOT EXCEED 2%
   - IF THE LONGITUDINAL SLOPE OF THE SIDEWALK PATH EXCEEDS 1:20 IS CONSIDERED A RAMP AND A LEVEL LANDING MUST BE PROVIDED FOR EVERY 30-INCH CHANGE IN ELEVATION AND IN SUCH CASES HANDRAILS MAY BE REQUIRED.
9. SIDEWALK CURB RAMP REQUIREMENTS:
   - A LANDING MUST BE PROVED AT THE TOP OF RAMP WITH SLOPE THAT DOES NOT EXCEED 2% IN ANY DIRECTION.
   - THE CROSS SLOPE MUST NOT EXCEED 2%
   - THE LONGITUDINAL SLOPE MUST NOT EXCEED 1:12.
   - THE RAMP SHALL HAVE A DETECTABLE WARNING SURFACE THAT SPANS THE FULL WIDTH OF THE DROP CURB/FLUSH CURB.

ILLUSTRATIVE SITE PLAN



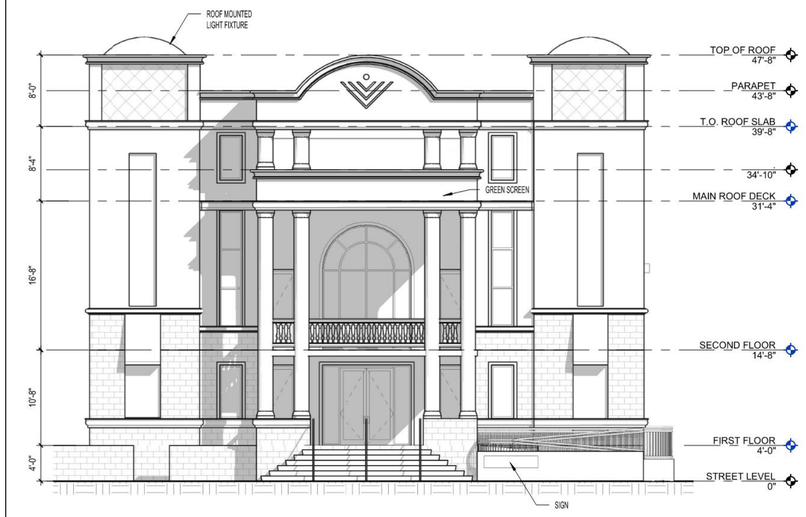
PROJECT LOCATION



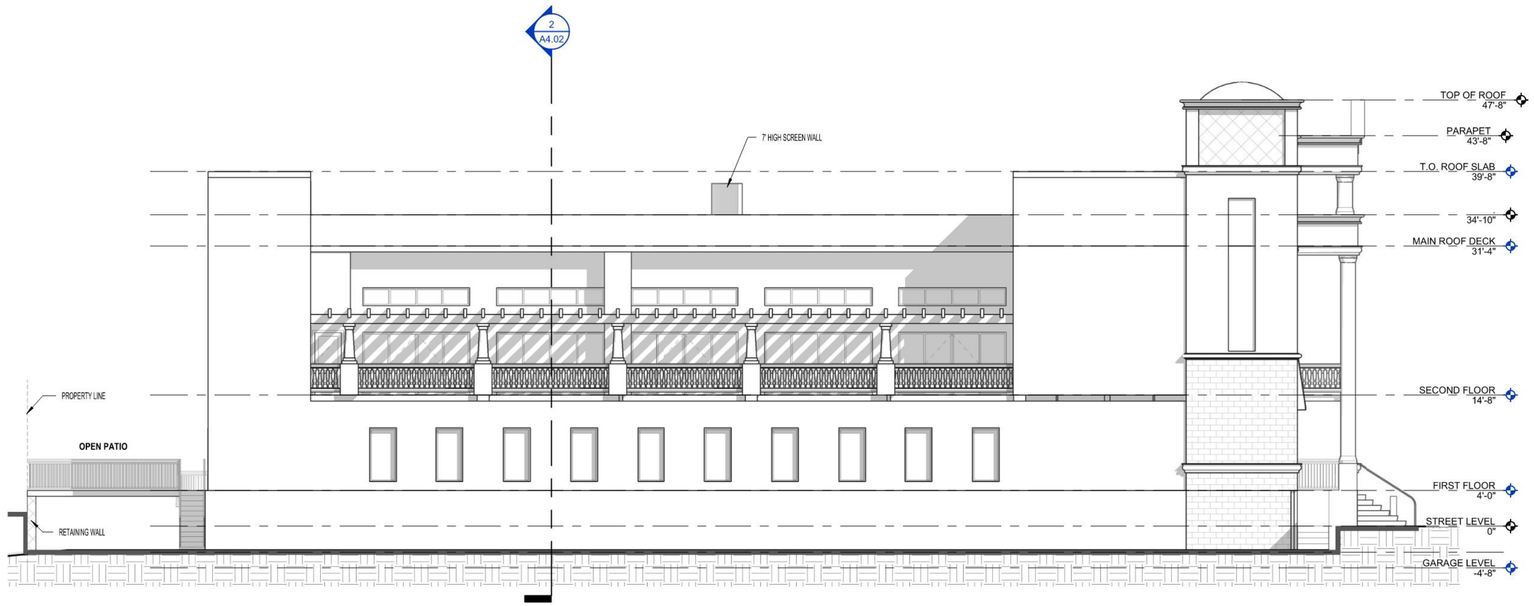
ZONING MAP



SYNAGOGUE



1 FRONT SIDE EXTERIOR ELEVATION
1/8" = 1'-0"



2 RIGHT SIDE EXTERIOR ELEVATION
1/8" = 1'-0"

TOWNHOMES






CENTRAL PARK
DOWNTOWN CULTURAL DISTRICT


Chabad
Chabad


Chabad
Chabad




CENTRAL PARK
DOWNTOWN HISTORIC DISTRICT
GENESIS STUDIOS MG


CHABAD OF WINTER PARK
GENESIS STUDIOS • MG

From: Warren Lindsey
To: hpollakster@gmail.com
Cc: Allison McGillis
Subject: Fw: [EXTERNAL] El Cortez project
Date: Saturday, June 6, 2026 7:05:12 AM

Ms. Saltsman,

I apologize. I addressed you as the name on your email address.

Thank you very much for providing us with your comments on this proposed project.

Warren Lindsey

From: Warren Lindsey <wlindsey@cityofwinterpark.org>
Sent: Saturday, June 6, 2026 6:59 AM
To: Heather pollak <hpollakster@gmail.com>; Warren Lindsey <warren@warrenlindseylaw.com>
Subject: Re: [EXTERNAL] El Cortez project

Ms. Pollak,

Thank you very much for sharing your comments on this issue.

Warren Lindsey

From: Heather pollak <hpollakster@gmail.com>
Sent: Thursday, June 4, 2026 12:20 PM
To: Warren Lindsey <wlindsey@cityofwinterpark.org>
Subject: [EXTERNAL] El Cortez project

To the Members of Planning & Zoning Board and City Commission

I am a resident of downtown Winter Park and am writing to express concerns regarding the proposed synagogue and daycare facility planned near our already heavily impacted downtown area.

Downtown Winter Park is already experiencing significant parking shortages and traffic congestion. The area's narrow brick streets were designed decades ago and cannot realistically be widened to accommodate increasing demand. Residents, visitors, employees, and patrons of existing businesses already compete for limited parking throughout much of the day.

At the same time, the city has moved forward with an art and event center that will bring substantial additional traffic and visitors to the same area. This project was approved with no increase in public parking capacity.

The proposed synagogue and daycare would add another destination that generates daily vehicle trips, employee parking demand. Parent drop off and pick up traffic, deliveries, and event related attendance. While the applicant has stated that many congregants may walk to services, this

assumption may not fully reflect the realities of Florida's climate,including extreme heat, thunderstorms, and seasonal weather conditions that often encourage driving.

The project technically satisfy minimum parking requirements, but the question before the City should be whether those minimum requirements accurately reflect the real-world demand generated by the combined uses of a synagogue, daycare, related activities, and luxury townhomes. Experience in downtown Winter Park suggests that overflow parking often spills into surrounding neighborhoods and adjacent streets.

I respectfully request that the City require a comprehensive traffic and parking impact analysis that evaluates:

Daily daycare drop off and pick up traffic.

Weekend and evening event attendance.

Holiday and special event demand.

The cumulative impact of this project together with the Rollins Arts and Event Center.

Potential overflow parking and surrounding residential areas.

Effects on pedestrian and bicycles safety along nearby streets.

I also encourage consideration of whether this location is appropriate for an institutional use of this scale given the existing constraints of the downtown area.

As Winter Park continues to grow, it is important that new development be evaluated not only on whether it meets minimum code requirements, but also on whether the surrounding infrastructure can realistically support the additional demand without negatively affecting residents, businesses, and public safety.

Thank you,
Heather Saltsman
Sent from my iPhone

From: Warren Lindsey
To: maggibeamish@me.com
Cc: Allison McGillis
Subject: Fw: [EXTERNAL] El Cortez Synagogue and townhomes
Date: Saturday, June 6, 2026 7:11:10 AM

Ms. Beamish,

Thank you very much for providing your comments regarding this proposed project.

Warren Lindsey

From: Maggi Beamish <maggibeamish@me.com>
Sent: Wednesday, June 3, 2026 8:38 PM
To: Mayor and Commissioners <MayorandCommissioners@cityofwinterpark.org>
Subject: [EXTERNAL] El Cortez Synagogue and townhomes

Good afternoon,

I received the Site Plan and Rendering mailer recently for El Cortez Synagogue and town homes. What is this property's current status/what is it zoned for on the comprehensive plan?

I am not sure what kind of coverage is allowed for this property, but the site plan coverage looks to be way too much! There is basically no green space shown on the drawing. They wouldn't even need a lawn mower, just a weed whacker. Additionally they want to go underground. Not sure why they think this is a good idea. They are trying to cram too much on this lot. The adage you can't put 10lbs of sand in a 5lb bag comes to mind. Plus there is no possibility for expansion?

Townhomes, event center, and worship center all in one place? It is too much for this lot. Why are the townhomes needed? It's like they put those there as something they can give up, or to distract attention from the main purpose building?

Underground parking is not a great idea. Where is all the water going to go? We have enough aquifer problems, and storm water management problems as it is without the additional burdens this proposed project would inflict.

To be clear, I am not opposed to this because it's a synagogue. I'm opposed to any project that is not aligned with the comprehensive plan, is overwhelmingly big for the piece of land, and potentially burdensome to neighboring properties and the City as a whole.

Please tell them to SCALE IT BACK and SUBMIT AGAIN.

Thank you for your leadership and dedication.

Kind regards,
Maggi Beamish

Sent from my iPhone

From: GABI Waite
To: Planning
Subject: [EXTERNAL] El Cortez development Synagogue and Townhomes
Date: Saturday, May 30, 2026 4:15:17 PM

Good afternoon,
As a resident of the El Cortez Apartments I am completely and utterly against the use of the location proposed for the Synagogue development. Forcing people out of their homes is unacceptable and I believe another location should be found that is not already occupied by families and students. The suggestion of destroying a historic building for a synagogue is absolutely ridiculous as this building has stood here for over 100 years and I plan to continue living in Winter Park in my apartment for a very long time and will not be forced against my will to relocate for a religious building being built that I do not even follow.

-Gabrielle Waite 210 East Morse Boulevard

Planning & Zoning Board

agenda item 5.f

item type
Public Hearings (Public participation and comment on these matters must be in person.)

meeting date
July 7, 2026

prepared by
Allison McGillis, Director of Planning and Zoning

approved by
Allison McGillis, Director of Planning and Zoning

subject
CU #26-04. Request of Rebecca Wilson, Lowndes-Law, on behalf of WP Station Tower, LLC (property owner) for: Conditional Use approval to establish a 301-seat restaurant and 50-seat café within the existing office building located at 1560 North Orange Avenue, zoned O-1.

motion | recommendation

Staff recommends approval of the Conditional Use Permit subject to the following conditions:

1. Prior to issuance of permits associated with the restaurant/café use, the applicant shall execute and record the Community Benefit Agreement, in a form acceptable to the city, memorializing parking arrangements, maintenance obligations, and public improvements associated with the project.
2. The off-site parking parcel located across Orange Avenue shall remain available to support the approved use and shall not be sold, redeveloped, or converted to another use without prior review and approval by the city. Furthermore, it shall not be utilized for restaurant/café patrons or for valet use.
3. Valet parking services shall be provided during peak operating periods as necessary to ensure that parking demand does not adversely impact surrounding neighborhoods.
4. Prior to issuance of building permits, the applicant shall provide an acoustical analysis prepared by a qualified acoustical professional identifying any necessary noise mitigation measures associated with restaurant operations, outdoor seating areas, mechanical equipment, and amplified sound. The analysis shall identify any necessary noise mitigation measures, which shall be incorporated into the final construction plans and implemented prior to issuance of a Certificate of Occupancy. If, after opening, noise impacts associated with the use are identified, the applicant shall be required to implement additional reasonable noise mitigation measures to address the impacts.
5. The café shall be limited to a maximum of 50 seats with hours of operation limited to 7:00 a.m. to 4:00 p.m. daily, and the restaurant shall be limited to a maximum of 301 seats with hours of operation limited to 10:00 a.m. to 11:00

p.m. daily. The last seating and reservation for the restaurant shall occur no later than 9:30 p.m., and all patrons shall vacate the premises by 11:00 p.m.
6. Use of outdoor restaurant and café seating is limited to the hours of 7:00 a.m. to 9:30 p.m.; there shall be no restaurant and café service outdoors outside of such hours.
7. That all signage shall comply with the city's sign regulations, except that existing signage may be replaced on a like-for-like basis with respect to size. Any request to further exceed these standards may be pursued separately through a variance application to the Board of Adjustments at a later date.
8. Any new pad-mounted transformers or other back-of-house equipment shall be fully screened from view from public rights-of-way.
9. No outdoor speakers, music, projection screens, or televisions shall be allowed.

background

The subject property consists of approximately 4.74 acres located at the southwest corner of Orange Avenue and Orlando Avenue (17-92), commonly known as "The Hub" due to the existing signage at the top of the building. The site is currently developed with a seven-story office building with a basement, and associated surface parking areas. The property is zoned O-1 (Office), and restaurant uses within this zoning district require Conditional Use approval. The Commission added restaurants as a Conditional Use with restrictions in 2021 with the assumption that this office building would likely be the first one to take advantage. The applicant is requesting approval to convert the first floor of the office building into a restaurant and café operation while maintaining the existing office and is also proposing to use the basement as a medical office/spa, which is a permitted use in O-1 and isn't part of this Conditional Use, but necessary to mention due to the parking requirements.

The uses within the building is proposed to be office, medical office, restaurant/café uses, and will be rebranded as "The Plaza". If approved, the development will contain approximately 75,882 square feet of office space, 13,367 square feet of medical office/spa space, a 301-seat restaurant, and a 50-seat café. The restaurant component includes both indoor and outdoor dining areas, with 162 indoor seats and 139 outdoor seats, while the café will provide 34 indoor seats and 16 outdoor seats. Architectural improvements include new folding glass wall systems, retractable awnings, decorative lighting, water features, enhanced landscaping, and outdoor spaces integrated into the existing courtyard areas. While the project proposes new uses for the site, the existing office building is still the primary use.

The applicant is proposing limited site modifications focused on landscape enhancements and a new drop-off entry feature. Stormwater runoff generated by the proposed improvements will be accommodated through the existing and modified stormwater management infrastructure.

Parking

The site is served by two parking facilities. The primary parking lot located on the office parcel contains 258 parking spaces, while a secondary parking lot located across Orange Avenue contains an additional 57 parking spaces. Together, these facilities provide a total of 315

parking spaces available to serve the development. Based upon the city's parking requirements, the proposed mix of office (one parking space for each 333 square feet for the first 15,000 square feet and one space for each 400 square feet of floor space in the building for the area of the building exceeding 15,000 square feet in size), medical office (one space per 200 square feet), and restaurant/café uses (one parking space per four seats) would require 352 parking spaces before application of shared parking reductions permitted by the city's off-street parking code. As permitted, the applicant submitted a Shared Parking Analysis prepared by Kimley-Horn utilizing the Urban Land Institute shared parking methodology. The study concludes that the mixed-use development's peak parking demand is 315 spaces, which matches the parking supply available on the site and the adjacent parking parcel. The applicant has further committed that the off-site parking lot across Orange Avenue will remain available to support the project through the proposed Community Benefit Agreement, and will not be sold off unless the restaurant and café no longer exist, and will only be utilized by employees rather than restaurant patrons. Valet parking services are proposed during peak operating periods to improve parking efficiency and reduce impacts on surrounding neighborhoods, and will not use the parking lot across the street for valet operations. Staff is also proposing a condition of approval to ensure the restaurant/café operators follow this commitment.

Traffic Analysis

A Traffic Impact Analysis prepared by Kimley-Horn evaluated the effects of the proposed redevelopment on the surrounding roadway network. The analysis considered the transition of the existing office building into a mixed-use development consisting of office, medical office, restaurant, and café uses. The study evaluated Orange Avenue, Orlando Avenue, Harmon Avenue, Vivian Avenue, adjacent driveways, and nearby roadway segments. The analysis concluded that the surrounding transportation network can accommodate the anticipated traffic generated by the project and that no roadway capacity improvements are required as a result of the proposed development. The report also examined pedestrian activity associated with the parking lot across Orange Avenue, valet operations, rideshare activity, and loading operations associated with the restaurant use. The change from office to restaurant use and the medical office/spa will trigger the payment of multi-modal transportation impact fees.

Signage

As part of the Conditional Use application, the applicant has submitted a signage package. Staff notes that the proposed signage exceeds the maximum allowances permitted within the O-1 zoning district, and staff does not support the level of signage proposed. Therefore, staff recommends that all signage shall comply with the city's sign regulations, except that existing signage may be replaced on a like-for-like basis with respect to size. Any request to exceed these standards may be pursued separately through a variance application to the Board of Adjustments at a later date.

Community Meeting

A community meeting was conducted on May 27, 2026, at The Hub. Notices were mailed to 142 property owners located within 500 feet of the property. Nine residents attended the meeting. Discussion focused primarily on traffic, neighborhood cut-through traffic, noise

associated with restaurant operations, valet parking, hours of operation, and proposed enhancements to nearby public spaces. The applicant indicated that deliveries and refuse collection would continue to occur beneath the south side of the building, valet services would be provided during peak evening periods, and additional landscaping would be installed to buffer adjacent residential areas. The project team also discussed potential improvements to nearby public park areas and gateway features serving the Orwin Manor neighborhood.

Landscaping and Site Improvements

The proposal includes significant landscape and site enhancements throughout the property to meet the code requirements since there are outdoor areas, delivery areas and dumpsters within 300 feet of residential properties. The O-1 code allows waivers to be granted for this with adequate buffers, as the applicant is proposing. The landscape plan preserves numerous existing canopy trees while introducing new understory trees, foundation plantings, pedestrian pathways, decorative lighting, gathering areas, and water features. The project also includes reconstruction of the Orwin Manor gateway arches, installation of benches and public amenities, improvements to adjacent park areas, and enhanced streetscape treatments intended to strengthen the visual identity of the corridor and create a more inviting pedestrian environment. Tree mitigation and replacement measures are included as part of the landscape plan and will be reviewed for compliance with city requirements by the city’s Urban Forestry division.

Community Benefit Agreement

The applicant has submitted a proposed Community Benefit Agreement that provides enhancements to two adjacent City-owned park properties and gateway features associated with the Orwin Manor neighborhood. Under the agreement, the applicant will be responsible, at its sole cost and expense, for the installation, maintenance, repair, and replacement of the park improvements, including matching decorative gates and other beautification features intended to reinforce the historic character of the neighborhood. The agreement grants the property owner ongoing access rights necessary to maintain these improvements and requires compliance with all applicable City permitting and contractor requirements. The agreement is intended to ensure preservation and enhancement of the neighborhood's historic character while providing long-term public improvements and maintenance commitments associated with the redevelopment. Additionally, the agreement memorializes the continued availability of the off-site parking parcel by requiring that a minimum of 315 parking spaces be maintained, restricting the 57-space parking lot across Orange Avenue to employee parking only, prohibiting valet operations in the lot, and prohibiting the sale or redevelopment of the off-site parking parcel for as long as the restaurant use remains in operation.

Summary

Overall, the proposal represents the adaptive reuse of a portion of an existing multi-story office building within the O-1 Office zoning district and is consistent with the code's objective of integrating restaurants into larger office developments. The proposed restaurant and café are located on the ground floor, occupy less than 25 percent of the building's total floor area, and include a full-service commercial kitchen. The development does not include drive-through facilities, pickup windows, outdoor speakers, amplified music, televisions, or projection

screens, and the applicant has submitted a parking management plan and shared parking analysis demonstrating that the existing parking supply can adequately accommodate the anticipated demand.

Several elements of the proposal, including portions of the outdoor dining area, parking facilities, service areas, and refuse collection facilities, are located within 300 feet of nearby residential properties and therefore require waiver consideration. Staff finds that the combination of existing building separation, perimeter planters, enhanced landscaping, screening improvements, and operational controls substantially mitigates potential impacts to adjacent residential uses. In addition, staff is recommending conditions of approval requiring an acoustical analysis and implementation of any necessary mitigation measures, continued screening of service and refuse areas, and restrictions on outdoor entertainment features. The proposed restaurant and café satisfy the Conditional Use standards of Section 58-72(d)(8), subject to the recommended conditions of approval to provide the appropriate protections for the nearby residential properties.

Staff recommends approval of the Conditional Use Permit subject to the following conditions:

1. Prior to issuance of permits associated with the restaurant/café use, the applicant shall execute and record the Community Benefit Agreement, in a form acceptable to the city, memorializing parking arrangements, maintenance obligations, and public improvements associated with the project.
2. The off-site parking parcel located across Orange Avenue shall remain available to support the approved use and shall not be sold, redeveloped, or converted to another use without prior review and approval by the city. Furthermore, it shall not be utilized for restaurant/café patrons or for valet use.
3. Valet parking services shall be provided during peak operating periods as necessary to ensure that parking demand does not adversely impact surrounding neighborhoods.
4. Prior to issuance of building permits, the applicant shall provide an acoustical analysis prepared by a qualified acoustical professional identifying any necessary noise mitigation measures associated with restaurant operations, outdoor seating areas, mechanical equipment, and amplified sound. The analysis shall identify any necessary noise mitigation measures, which shall be incorporated into the final construction plans and implemented prior to issuance of a Certificate of Occupancy. If, after opening, noise impacts associated with the use are identified, the applicant shall be required to implement additional reasonable noise mitigation measures to address the impacts.
5. The café shall be limited to a maximum of 50 seats with hours of operation limited to 7:00 a.m. to 4:00 p.m. daily, and the restaurant shall be limited to a maximum of 301 seats with hours of operation limited to 10:00 a.m. to 11:00 p.m. daily. The last seating and reservation for the restaurant shall occur no later than 9:30 p.m., and all patrons shall vacate the premises by 11:00 p.m.
6. Use of outdoor restaurant and café seating is limited to the hours of 7:00 a.m. to 9:30 p.m.; there shall be no restaurant and café service outdoors outside of such hours.
7. That all signage shall comply with the city’s sign regulations, except that existing

signage may be replaced on a like-for-like basis with respect to size. Any request to further exceed these standards may be pursued separately through a variance application to the Board of Adjustments at a later date.

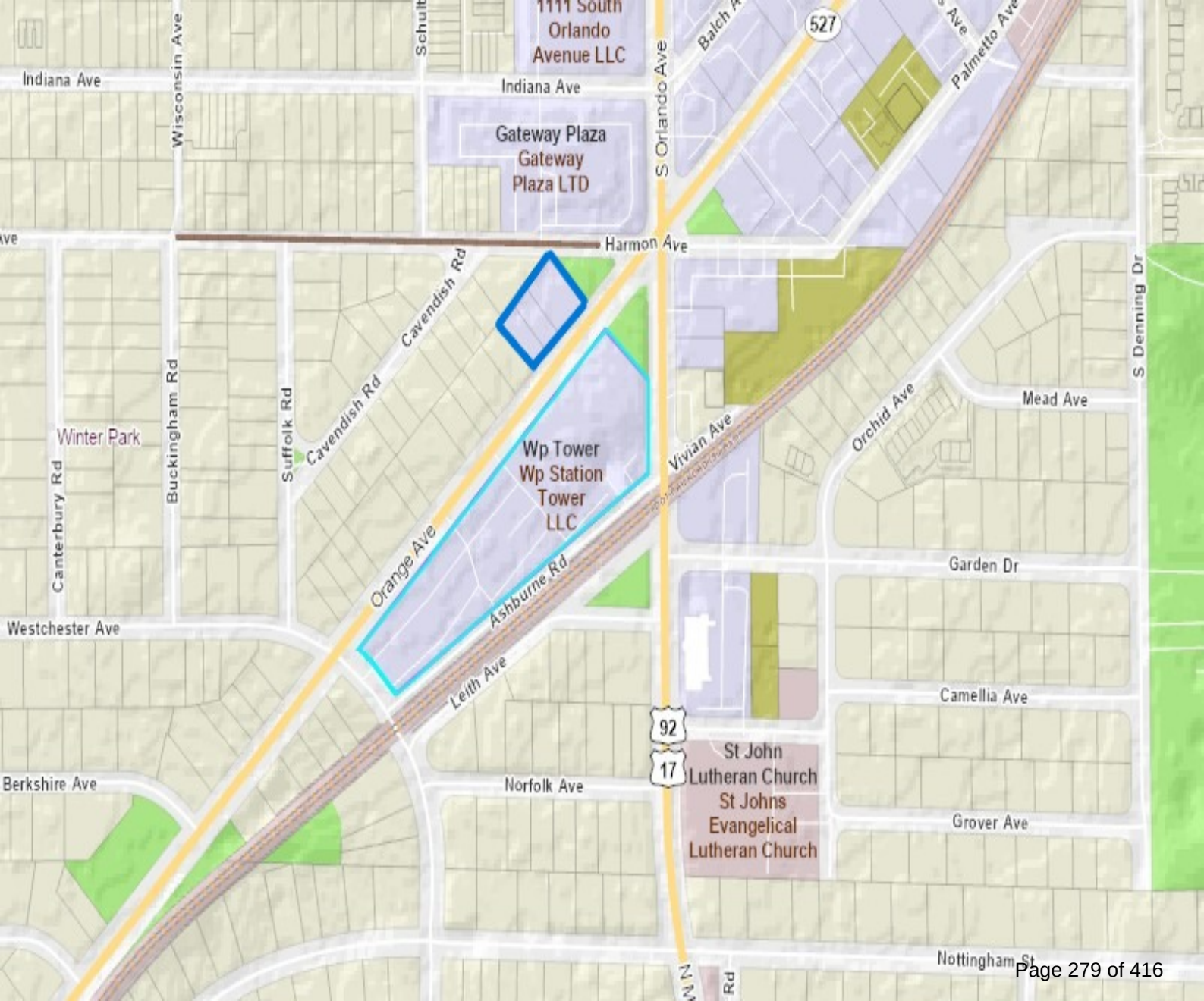
8. Any new pad-mounted transformers or other back-of-house equipment shall be fully screened from view from public rights-of-way.
9. No outdoor speakers, music, projection screens, or televisions shall be allowed.

alternatives | other considerations

fiscal impact

attachments

1. Location Map
2. Aerial Map
3. Community Benefit Agreement(17848840.3) clean version 6-26-2026
4. 0 - The Hub Restaurant Cover
5. 2-1 - The Hub at 1560 N Orange Ave - Civil Development Plan
6. 2-2 - 1560 N Orange Ave Parking Study_2026.06.05
7. 3-8-3 - L-3 The Hub
8. 3-8-3 - L-4 The Hub
9. 3-8-1 - L-1 The Hub
10. 3-8-2 - L-2 The Hub
11. 7 - The Hub_Conditional Use Arch_Revised
12. 10 - 1560 Orange Ave TIA_06.05.2026_S&S
13. 10 - 1560 Orange Avenue_TIA Methodology Comment Response Letter_06.05.2026
14. Community Meeting Notices Mailed to City
15. Community Meeting Summary 5-27-2026
16. 6-26-2026 A Shah to PZ Board
17. Re_ [EXTERNAL] from WP resident regarding 1560 Orange Avenue


1111 South Orlando Avenue LLC
Indiana Ave
Wisconsin Ave
Gateway Plaza
Gateway Plaza LTD
S Orlando Ave
527
Palmetto Ave
Harmon Ave
Cavendish Rd
Buckingham Rd
Suffolk Rd
Winter Park
Canterbury Rd
Wp Tower
Wp Station Tower LLC
Vivian Ave
Orchid Ave
Mead Ave
S Denning Dr
Orange Ave
Ashburne Rd
Garden Dr
Westchester Ave
Leith Ave
Camellia Ave
92
17
St John Lutheran Church
St Johns Evangelical Lutheran Church
Berkshire Ave
Norfolk Ave
Grover Ave
Nottingham St



Prepared by and return to:

City of Winter Park
Attn: City Clerk
401 Park Avenue
Winter Park, FL 32789

COMMUNITY BENEFIT AGREEMENT

(The Hub at 1560 North Orange Avenue)

This **COMMUNITY BENEFIT AGREEMENT** (the "Agreement") is made and entered into the ____ day of _____, 20___, between the **City of Winter Park,** a Florida municipality ("**City**"), whose address is 401 Park Avenue South, Winter Park, Florida 32789 and **WP Station Tower, LLC**, a Florida Limited Liability Company ("**WP Station**"), whose address is 941 W. Morse Blvd Suite 315, Winter Park, FL 32789.

WHEREAS, WP Station owns four parcels totaling approximately 5.38 acres in the City of Winter Park, consisting of the following: Parcel A, comprising of Orange County Tax Parcel ID: 12-22-29-6432-08-010; and Parcel B, comprising of Orange County Tax Parcel IDs: 12-22-29-6432-07-010, 12-22-29-6432-07-030, and 12-22-29-6432-07-040, as more particularly described on **Exhibit "A"** attached hereto (collectively, the "Subject Property");

WHEREAS, Parcel A (the "Office Parcel") is currently zoned Office (O-1), and Parcel B (the "Parking Parcel") is currently zoned Medium Density Multiple-Family Residential (R-3);

WHEREAS, the Office Parcel is currently developed as an office building (the "Office Building") with surface parking;

WHEREAS, the Parking Parcel is currently developed as surface vehicle parking;

WHEREAS, WP Station has obtained Conditional Use Permit # CU-26-04, pursuant to Winter Park Code of Ordinances Section 58-72(d)(8), to allow restaurant use on the Office Parcel, consisting of a restaurant with 301 seats and a café with 50 seats;

WHEREAS, this Agreement is not a statutory development agreement pursuant to Chapter 163, Florida Statutes (Florida Local Government Development Agreement Act), and is being

entered into by the City pursuant to the City's home rule authority as a condition of approval for Conditional Use Permit # CU-26-04 and based on concessions voluntarily agreed upon by WP Station;

WHEREAS, the Parking Parcel will not change uses and shall continue to be used as surface vehicle parking for the benefit of uses and businesses upon the Office Parcel for so long as the Office Parcel is operated pursuant to Conditional Use Permit # CU-26-04;

WHEREAS, WP Station and its successors and assigns shall comply with all conditions of approval of Conditional Use Permit # CU-26-04;

WHEREAS, the City desires to ensure the orderly development and use of the Subject Property;

WHEREAS, the City and WP Station mutually desire to preserve and enhance the historic architectural character of the Orwin Manor neighborhood by causing certain improvements to be made to City owned park parcels adjacent to the Subject Property as set forth herein.

NOW, THEREFORE, in consideration of the premises thereof, the promises and provisions contained herein and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the City and WP Station agree as follows:

1. Incorporation of Recitals. The foregoing recitals shall be and are hereby incorporated into and made a part of this Agreement.

2. Conditions of Approval. WP Station (and its successors and assigns) agrees that it shall comply with and operate the Subject Property in compliance with all conditions of approval of Conditional Use Permit # CU-26-04, including but not limited to the items set forth in this Agreement, those matters in the development order issued by the City, the commitments made by WP Station during the public hearing(s) and the following:

A. Prior to issuance of building permits, WP Station shall provide an acoustical analysis prepared by a qualified acoustical professional identifying any necessary noise mitigation measures associated with restaurant operations, outdoor seating areas, mechanical equipment, and amplified sound. The analysis shall identify any necessary noise mitigation measures, which shall

be incorporated into the final construction plans and implemented prior to issuance of a Certificate of Occupancy. If, after opening, noise impacts associated with the use are identified, WP Station shall be required to implement additional reasonable noise mitigation measures to address the impacts.

B. That all signage shall comply with the City's sign regulations, except that existing signage may be replaced on a like-for-like basis with respect to size. Any request to further exceed these standards may be pursued separately through a variance application to the Board of Adjustments at a later date.

C. Any new pad-mounted transformers or other back-of-house equipment shall be fully screened from view from public rights-of-way.

D. Valet parking services shall be provided during peak operating periods as necessary to ensure that parking demand does not adversely impact surrounding neighborhoods.

3. Public Park Improvement and Beautification. Prior to commencing the restaurant and café use approved by Conditional Use Permit # CU-26-04 WP Station shall, at its sole cost and expense, install and repair improvements for the beautification of two City-owned parks adjacent to the Subject Property, as more particularly described in **Exhibit "B"** attached hereto ("Park Improvements"). Such Park Improvements shall include installing matching gates styled in the historic architectural style of Orwin Manor to be erected in each park, flanking North Orange Avenue, and installing new landscaping and irrigation. The City-owned parks referenced above are hereinafter referred to as follows:

a. "Park One" means the City-owned park located at 1411 Orange Avenue (PID 12-22-29-6432-07-360), which is adjacent to the Office Parcel.

b. "Park Two" means the City-owned park located at 1664 Orange Avenue (PID 12-22-29-6432-08-270), which is adjacent to the Parking Parcel.

After making the Park Improvements, WP Station (and its successors and assigns), at its expense, shall be responsible for the maintenance, mowing, irrigation, trimming and repair of the Park One and Park Two and all landscaping, signage, gates, and other improvements therein ("Park Maintenance Activities"). If at any time WP Station fails to perform the Park Maintenance Activities, upon the City giving WP Station at least ten (10) days' written notice and an opportunity

to cure, the City may self-perform the Park Maintenance Activities and invoice WP Station for the costs of the same in which WP Station shall pay the City such invoiced amount within ten (10) days of the receiving the invoice.

The City and its property are exempt from mechanics liens and construction liens. There shall be no claims of lien or liens recorded against Park One or Park Two by any persons or entities performing the Park Improvements or Park Maintenance Activities by and through WP Station.

4. Park Access. The City grants WP Station and its agents, employees, contractors, and authorized representatives a non-exclusive, revocable license to access Park One and Park Two for purposes of causing the completion of the Park Improvements and for performing the Park Maintenance Activities. WP Station shall: (a) exercise this access in a manner that minimizes public disruption and restore any disturbed areas to their prior condition; (b) provide reasonable prior notice before non-emergency work; and (c) ensure all persons exercising this access comply with applicable laws. This access right continues for so long as WP Station is obligated to perform the Park Maintenance Activities under this Agreement. The license granted under this Section does not grant any property rights in Park One or Park Two to WP Station; the City reserves all rights of ownership. After WP Station's completion of the Park Improvements, the City reserves the right at any time upon giving written notice to WP Station to terminate the license set forth in this Section without terminating the remainder of this Agreement and take over the maintenance and repair of Park One and Park Two.

5. Performance of Maintenance and Repairs. All Park Maintenance Activities performed by WP Station, its contractors, and subcontractors on the Park One and Park Two shall be performed in accordance with all applicable statutes, regulations, codes and the City of Winter Park Building and Permitting Services Department Contractor Guidelines, as may be amended from time to time, including all applicable registration, licensing, and permitting requirements set forth therein. WP Station shall ensure that all contractors and subcontractors engaged to perform work under this Agreement are properly registered with the City and maintain all licenses and permits required by the City of Winter Park prior to commencing any work.

6. Insurance. WP Station shall procure and maintain, at its sole cost and expense, and shall require all contractors and subcontractors performing work on the Park One and Park Two to

procure and maintain, throughout the term of this Agreement: (i) Commercial General Liability insurance for bodily injury and property damage liability, including premises and operations, independent contractors, products and completed operations, and contractual liability in amounts of not less than $1,000,000 per occurrence and $2,000,000 aggregate; and (ii) Workers' Compensation insurance at statutory limits pursuant to Chapter 440, Florida Statutes. The procurement of insurance shall not limit WP Station's liability or indemnification obligations under this Agreement. The required commercial general liability insurance shall name the City of Winter Park as an additional insured, be issued by an insurance company authorized to do business in the State of Florida and rated "B+" or higher by A.M. Best Company or a comparable nationally recognized rating agency, and shall provide that it may not be canceled or modified without at least thirty (30) days' prior written notice to City.

7. Indemnification & Hold Harmless. To the fullest extent permitted by law, WP Station hereby indemnifies, releases, and holds harmless the City, its officials, officers, agents and employees, from and against all claims, damages, losses and expenses, including reasonable attorney's fees (with attorneys selected by the City), arising out of or resulting from (i) the performance or installation of Park Improvements; (ii) the performance of the Park Maintenance Activities; (iii) any claims of lien or liens recorded against Park One, Park Two, the City, or the City's property interests arising from or related to the Park Maintenance Activities or Park Improvements, and (iv) for all risks assumed by WP Station under this Agreement. This Section 7 shall survive termination of this Agreement until the running of all applicable statutes of limitations concerning causes of action and claims that could have arisen during the term of this Agreement. Nothing in this Agreement waives, nor shall be construed to waive the City's sovereign immunity rights.

8. Parking Lots. WP Station shall operate and maintain the Subject Property with no fewer than 315 vehicle parking spaces.

a. The vehicle surface parking lot located on the Office Parcel (the "Primary Parking Lot") contains 258 parking spaces, which shall be available for supporting the restaurant and café uses upon the Office Parcel.

b. The vehicle surface parking lot located across Orange Avenue on the Parking Parcel contains 57 vehicle parking spaces, which shall be reserved for use by employees of businesses located on the Office Parcel. No valet parking operations shall occur on North Orange Avenue. For so long as the Office Parcel is used pursuant to Conditional Use Permit # CU-26-04, WP Station shall not sell, lease, convey, transfer, or otherwise dispose of the Parking Parcel, and the Parking Parcel shall be used exclusively for employee parking in support of the conditional uses permitted on the Office Parcel. The Parking Parcel shall not be used for customer parking for the restaurant or café use or for valet vehicle parking service.

9. Restaurant Use Limitations. WP Station (and its successors and assigns) covenants and agrees that, for so long as the Office Parcel is operated pursuant to Conditional Use Permit # CU-26-04, the 301-seat restaurant and 50-seat café authorized thereunder shall be located exclusively on the first floor of the Office Building; and all food deliveries for such restaurant and café uses shall be conducted solely on the south side of the Office Building within the recessed underground ramp accessed from Vivian Avenue. The café shall be limited to a maximum of 50 seats with hours of operation limited to 7:00 a.m. to 4:00 p.m. daily, and the restaurant shall be limited to a maximum of 301 seats with hours of operation limited to 10:00 a.m. to 11:00 p.m. daily. The last seating and reservation for the restaurant shall occur no later than 9:30 p.m., and all patrons shall vacate the premises by 11:00 p.m. Use of outdoor restaurant and café seating is limited to the hours of 7:00 a.m. to 9:30 p.m.; there shall be no restaurant and café service outdoors outside of such hours. There shall be no installation or use of televisions, projector screens, amplified sound equipment, music playing devices, and audio speakers on the exterior of the structure upon the Subject Property. If there is a performance of live music or use of amplified sound equipment in the interior of the building, all windows and exterior doors shall be closed except for normal use of doors for ingress and egress in order not to disturb occupants of surrounding properties.

10. Trash Collection. WP Station covenants and agrees that all trash and refuse generated by the restaurant and café uses on the Office Parcel shall be collected and removed exclusively from the recessed underground ramp located on the south side of the Office Building accessed from Vivian Avenue. No trash collection activities shall occur on North Orange Avenue or any other public right-of-way.

11. Notices. Any notice delivered with respect to this Agreement shall be in writing and shall be deemed to be delivered (whether or not actually received) (i) when hand delivered to the person(s) hereinafter designated, or (ii) upon deposit of such notice in the United States Mail, postage prepaid, certified mail, return receipt requested, addressed to the person at the address set forth opposite the Party's name below, or at such other address or to such other person as the party shall have specified by written notice to the other Party delivered in accordance herewith.

As to City:	City of Winter Park Attn: City Manager 401 Park Avenue South Winter Park, Florida 32789
	Copy to: City of Winter Park Attn: Planning Director 401 Park Avenue South Winter Park, Florida 32789
As to WP Station Tower, LLC:	WP Station Tower, LLC Attn: Title Manager 941 W. Morse Blvd., Suite 315 Winter Park, FL 32789
And a Copy to:	Lowndes Attn: Rebecca Wilson 215 N. Eola Drive Orlando, Florida 32801

12. Amendment. Except as expressly provided herein, this Agreement contains the entire agreement between the parties and may not be changed, modified, amended, waived, or cancelled except by an amendment in writing and executed by each of the parties hereto.

13. Development Permits. Nothing herein shall limit the City's authority to grant or deny any development permit applications or requests subsequent to the effective date of this Agreement. The failure of this Agreement to address any particular City, County, State and/or Federal permit, condition, term or restriction shall not relieve WP Station of the necessity of complying with the law governing said permitting requirement, condition, term or restriction. Unless expressly authorized or granted herein, nothing in this Agreement shall constitute or be deemed to constitute or require the City to issue any approval by the City of any rezoning, comprehensive plan amendment, variance, special exception, final site plan, preliminary

subdivision plan, final plat or subdivision plan, building permit, grading, stormwater drainage, engineering, or any other land use or development approval. These and any other required City development approvals and permits shall be processed and issued by the City in accordance with procedures with respect to same as otherwise set forth in the City's Code of Ordinances and subject to any conditions of approval thereof. This Agreement is approved under the City's home rule authority and is not a statutory development agreement under Chapter 163, Florida Statutes.

14. Recording. Within fourteen days after its execution, this Agreement shall be recorded in the official records of Orange County, Florida, at the time and expense of WP Station, and a recorded copy thereof provided by WP Station to the City.

15. Enforcement. This Agreement may be enforced by specific performance by either party. In no event shall the City be liable for monetary damages arising out of or concerning this Agreement. In the event that enforcement of this Agreement by the City becomes necessary, and the City is successful in such enforcement, WP Station shall be responsible for all costs and expenses, including attorney's fees, whether or not litigation is necessary, and if necessary, both at trial and on appeal, incurred in enforcing or ensuring compliance with the terms and conditions of this Agreement, which costs, expenses and fees shall also be a lien upon the Property superior to all others. In addition to the foregoing, the City shall be permitted without notice to immediately withhold the issuance of certificates of occupancy and building permits associated with those uses approved by Conditional Use Permit # CU-26-04 in the event WP Station is in violation of any provision of this Agreement until such violation is cured to the City's satisfaction. Further, if WP Station fails to timely pay the City any monies due pursuant to this Agreement, the City may record a written notice of lien (the "Notice of Lien") against the Subject Property in the amount owed to the City. Interest on unpaid overdue sums shall accrue at the rate of twelve percent (12%) compounded annually or at the maximum rate allowed by law if lower than 12%. A copy of such Notice of Lien shall also be delivered to WP Station in the same manner as required under this Agreement for delivery of written notices. The recorded Notice of Lien shall constitute a lien upon the Subject Property and the lien may be foreclosed upon for the benefit of the City any time after fifteen (15) days after the Notice of Lien has been recorded in the public records. City may foreclose the lien in accordance with the procedures established in Chapter 702, Florida Statutes, or successor or other statute providing for lien foreclosure procedures. WP Station may obtain a

release from the lien by paying the amount stated in the lien, plus accrued interest, plus attorney's fees and costs incurred by the City in filing and collecting upon the lien.

16. Subordination/Joinder. WP Station represents and warrants to City that it is the fee simple owner of the Subject Property. Unless otherwise agreed to by the City, all liens, mortgages and other encumbrances not satisfied or released of record, must be subordinated to the terms of this Agreement or the lienholder join in this Agreement. It shall be the responsibility of WP Station to promptly obtain the said subordination or joinder, if necessary, in form and substance acceptable to the City Attorney, prior to the City's execution of the Agreement.

17. Severability. If any part of this Agreement is found invalid or unenforceable in any court, such invalidity or unenforceability shall not affect the other parts of this Agreement, if the rights and obligations of the parties contained herein are not materially prejudiced and if the intentions of the parties can be affected. To that end, this Agreement is declared severable.

18. Counterparts and Facsimile Signatures. This Agreement may be executed in one or more counterparts each of which shall be deemed an original but all of which together shall constitute one and the same instrument. This Agreement may be executed by facsimile or .pdf electronic signature by any party and such signature will be deemed binding for all purposes hereof without delivery of an original signature being thereafter required.

19. Applicable Law and Jurisdiction. This Agreement shall be governed by and construed in accordance with the laws of the State of Florida. Each party agrees that any action or proceeding with respect to this Agreement may only be brought in a federal or state court situated in Orange County, Florida, and by execution and delivery of this Agreement, such party irrevocably consents to jurisdiction and venue in each such court.

20. Binding Nature. This Agreement inures to the benefit of and is binding upon the successors or assigns in interest or the legal representatives of the parties hereto and shall run with the land of the Subject Property.

21. Miscellaneous.

a. Nothing contained in this Agreement nor in any instruments executed pursuant to the terms of this Agreement shall be construed as a waiver or attempted waiver by the City

of its home rule authority, police power, zoning authority and sovereign immunity under the Constitution and laws of the State of Florida or any other privilege, immunity or defense afforded to the City or the City's officials, officers, employees and agents under the law.

b. This Agreement is entered into voluntarily by WP Station without duress and after full review, evaluation and consideration by WP Station. WP Station is represented by counsel.

c. The captions or section headings of this Agreement are provided for convenience only and shall not be deemed to explain, modify, amplify or aid in the interpretation, or meaning of this Agreement.

d. City and WP Station are not partners and this Agreement is not a joint venture and nothing in this Agreement shall be construed to authorize WP Station to represent or bind the City to matters not expressly authorized or provided in this Agreement.

e. None of the parties shall be considered the drafter of all or any portion of this Agreement for the purposes of interpreting all or any portion of this Agreement, it being recognized that all parties have contributed substantially and materially to the preparation of this Agreement.

22. Effective Date. This Agreement shall become effective upon approval of Conditional Use Permit # CU-26-04 and its execution by the parties hereto.

WITNESSES:

CITY OF WINTER PARK, FLORIDA, a Florida municipality

_____
Print Name: _____

By: _____
Name: _____
Title: _____

_____
Print Name: _____

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this _____ day of _____, 2026 by _____, as _____ of the City of Winter Park, a Florida municipality, on behalf of the municipality. He (She) ☐ is personally known to me or ☐ has produced _____ as identification.

(NOTARY SEAL)

_____
Notary Public Signature

_____
(Name typed, printed or stamped)

WITNESSES:

WP STATION TOWER, LLC, a Florida limited liability company

_____
Print Name: _____

By: _____
Name: _____
Title: _____

_____
Print Name: _____

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this _____ day of _____, 2026, by _____, as _____ of WP STATION TOWER, LLC, a Florida limited liability company, on behalf of the company. He (She) ☐ is personally known to me or ☐ has produced _____ as identification.

(NOTARY SEAL)

_____
Notary Public Signature

_____
(Name typed, printed or stamped)

EXHIBIT "A"

Legal Description of Subject Property

Parcel A:

Lots 1 through 26, Block 8, Orwin Manor, Westminster Section, less and except the East 15 feet of Lots 25 and 26, Block 8, for Road right-of-way, according to the plat thereof as recorded in Plat Book J, Page 118, of the Public Records of Orange County, Florida.

Parcel B:

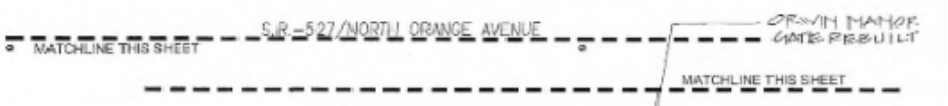
Lots 1, 2, 3 and 4, Block 7, Orwin Manor, Westminster Section, according to the plat thereof as recorded in Plat Book J, Page 118, of the Public Records of Orange County, Florida.

EXHIBIT "B"

Depiction of Public Park Beautification

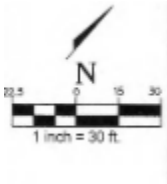
Park 2: 1664 Orange Avenue (PID 12-22-29-6432-08-270)





Park 1: 1411 Orange Avenue (PID 12-22-29-6432-07-360)





THE HUB

RESTAURANT AT THE PLAZA

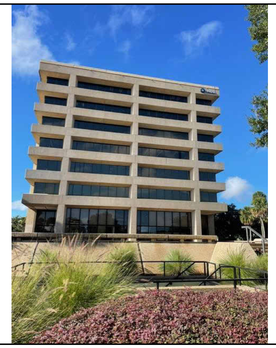
1560 N ORANGE AVE.
WINTER PARK, FL 32789

.

PARCEL ID#: 12-22-29-6432-08-010

CU Application

2026-05-04



CU - CODE ANALYSIS

I. OCCUPANCY TYPE:
- BUSINESS (EXISTING)

PROPOSSED: (MIXED USE)
- BUSINESS (EXISTING OFFICE)
- ASSEMBLY, GROUP A-2 (FBC-B 303.4) RESTAURANT
- MEDICAL OFFICE

III. CONSTRUCTION TYPE:
- TYPE I-A

IV. BUILDING HEIGHT AND AREA
PROVIDED / EXISTING:
- EXTERIOR HEIGHT: 109'-06"
- INTERIOR HEIGHT FROM BASEMENT FF: 125'-0"
- HEIGHT: 7 STORIES (PLUS A BASEMENT TOTAL 8)
- EXISTING BUILDING AREA: 108,339 SF

CONTACT INFORMATION

OWNER/DEVELOPER

WP Station Tower, LLC / Demetree Global
941 W Morse Blvd., Suite 315
Winter Park, FL 32789

Contact: Corey Dean
T: (914) 400-3029
cdean@demetreeglobal.com

ARCHITECT

Creative Project Consultants
174 W. Comstock Ave., Suite 200
Winter Park, FL 32789

Contact: Raymond L. Scott
T: (321) 972-2397
Ray@CPC-A.com

DESIGNER

Giannone Petricone Associates
96 Spadina Ave., Suite 900
Toronto, Canada M5V 2J6

Contact: Pina Petricone OAA, AAA, FRAIC
T: (416) 591-7788
pina@gpaia.com

LAND ATTORNEY

Lowndes
215 N. Eola Drive
Orlando, FL 32801

Contact: Rebecca Wilson
T: (407) 418-6250
rebecca.wilson@lowndes-law.com

ELECTRICAL

Construction Engineering Group
2651 W. Eau Gallie Blvd., Suite A
Melbourne, FL 32935

Contact: Dave Alley
T: (321) 610-1755
dalley@CEGengineering.com

MECHANICAL/PLUMBING

Construction Engineering Group
2651 W. Eau Gallie Blvd., Suite A
Melbourne, FL 32935

Contact: Keith Przeclawski
T: (321) 610-1749
kprzeclawski@CEGengineering.com

CIVIL

Kimley-Horn
6876 Marwick Lane, Suite 350
Orlando, FL 32827

Contact: James M. Taylor, P.E.
T: (813) 994-9198
James.Taylor@kimley-horn.com

LANDSCAPE ARCHITECT

Hortus Oasis, Inc. (FL0001090)
1425 Berkshire Avenue,
Winter Park, FL 32789

Contact: Stephen G. Pategas, RLA, ASLA
T: (407) 622-4886
spategas@hortusoasis.com

SURVEYOR

McIntosh Associates
1950 Summit Park Drive, Suite 600
Orlando, FL 32810

Contact: Scott E. Grossman, PSM
T: (407) 887-5321
sgrossman@jla.com

APPLICABLE CODES

ACCESSIBILITY CODE	**2023** FLORIDA BUILDING CODE, ACCESSIBILITY - 8TH EDITION **ADA STANDARDS**FOR ACCESSIBLE DESIGN - 2010 EDITION
BUILDING CODE	**2023** FLORIDA BUILDING CODE, BUILDING - 8TH EDITION **2023** FLORIDA BUILDING CODE, EXISTING BUILDING - 8TH EDITION
ELECTRICAL CODE	**2023** FLORIDA BUILDING CODE, ENERGY CONSERVATION - 8TH EDITION **NFPA 70**, NATIONAL ELECTRICAL CODE - 2021 EDITION
FIRE/LIFE SAFETY CODE	**2023** FLORIDA FIRE PREVENTION CODE - 8TH EDITION **NFPA 1**, UNIFORM FIRE CODE WITH AMENDMENTS - 2021 EDITION **NFPA 10**, STANDARD FOR PORTABLE FIRE EXTINGUISHERS - 2021 EDITION **NFPA 101**, LIFE SAFETY CODE WITH FLORIDA AMENDMENTS - 2021 EDITION
MECHANICAL CODE	**2023** FLORIDA BUILDING CODE, MECHANICAL - 8TH EDITION **2023** FLORIDA BUILDING CODE, FUEL GAS - 8TH EDITION
MUNICIPAL CODE	**CITY OF WINTER PARK** MUNICIPAL CODE - CURRENT EDITION
PLUMBING CODE	**2023** FLORIDA BUILDING CODE, PLUMBING - 8TH EDITION
STRUCTURAL CODE	**2023** FLORIDA BUILDING CODE, TEST PROTOCOLS - 8TH EDITION

SHEET INDEX CU

No.	SHEET NAME	REVISIONS 01	02	03	04	05	06	07	08	09	10	CUR
CU00	CU COVER SHEET	■										1
B2	SITE AND TREES SURVEY	■										1
DP-1	DEVELOPMENT PLAN - OVERALL	■										1
DP-1A	DEVELOPMENT PLAN - OVERALL AERIAL	■										1
DP-2	DEVELOPMENT PLAN - KEY MAP	■										1
DP-3	DEVELOPMENT PLAN - PARTIAL SITE PLAN	■										1
DP-4	DEVELOPMENT PLAN - PARTIAL SITE PLAN	■										1
DP-5	DEVELOPMENT PLAN - PARTIAL SITE PLAN	■										1
DP-6	PASSENGER VEHICLE AUTOTURN PLAN	■										1
DP-7	FIRE TRUCK AUTOTURN PLAN	■										1
DP-8	TREE REMOVAL EXHIBIT	■										1
L0a	CONCEPT LANDSCAPE PLAN	■										1
L1	LANDSCAPE PLAN	■										1
L2	LANDSCAPE PLAN	■										1
L3	LANDSCAPE PLAN RENDERING	■										1
L4	TREE MITIGATION ANALYSIS	■										1
SP1	PARTIAL SITE PHOTOMETRIC PLAN	■										1
SP2	PARTIAL SITE PHOTOMETRIC PLAN	■										1
SP3	FIXTURE CUT SHEETS	■										1
SK01	RESTAURANT FIRST FLOOR PLAN	■										1
SK02	BUILDING ELEVATIONS	■										1
SK03	BUILDING RENDERINGS	■										1

cpc creative project consultants ARCHITECTURE

407.491.2133
174 West Comstock Ave., Suite 200
Winter Park, FL 32789
www.cpc-a.com
L19000243226

SHEET SIZE: ARCH D (24" x 36")

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CONSULTANT

PROJECT NAME

THE HUB
RESTAURANT AT THE PLAZA
1560 N ORANGE AVE.
WINTER PARK, FL 32789

SEAL

RAYMOND L. SCOTT
Architect
05/19/26

REVISIONS

No.	DESCRIPTION	DATE
1	CU Application	2026-05-04

PROJECT NUMBER
2505

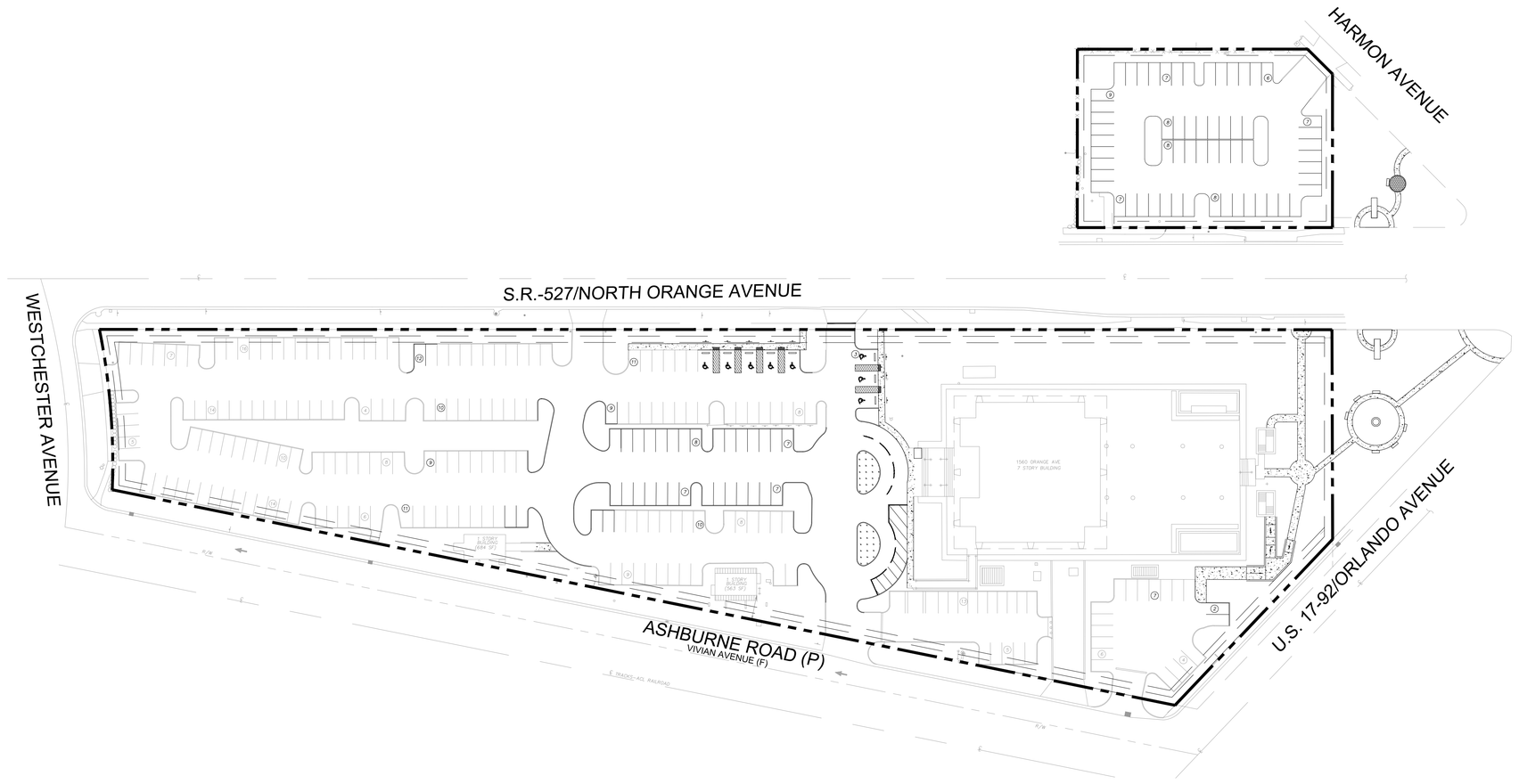
DRAWN BY
OA

CHECKED BY
OA, RS

SHEET NAME
CU COVER SHEET

SHEET NUMBER
CU00

6/8/2026 12:21:35 PM



GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

LEGEND

- PROPERTY BOUNDARY
- BUILDING SETBACK
- PARKING SETBACK
- PROPOSED CONCRETE SIDEWALK
- (5) PROPOSED PARKING COUNT NUMBER
- (9) EXISTING PARKING COUNT NUMBER

SITE DATA

TOTAL SITE AREA:	±5.32 AC (±231,739 SQFT)
PARCEL "A"	±4.67 AC (±203,425 SQFT)
PARCEL "B"	±0.65 AC (±28,314 SQFT)
PARCEL "A" ID:	12-22-29-6432-08-010
PARCEL "B" IDS:	12-22-29-6432-07-010
	12-22-29-6432-07-030
	12-22-29-6432-07-040
FUTURE LAND USE:	OFFICE PROFESSIONAL/SINGLE FAMILY
EXISTING ZONING:	O-1/R-3
EXISTING USE:	OFFICE/PARKING LOT
PROPOSED USE:	OFFICE/RESTAURANT/ MEDICAL OFFICE/PARKING LOT
EXISTING BUILDING HEIGHT:	7 STORIES
EXISTING TOTAL BUILDING AREA:	108,339 SQFT
PROPOSED TOTAL BUILDING AREA:	108,339 SQFT
OFFICE	78,022 SQFT
RESTAURANT	16,611 SQFT
MEDICAL OFFICE	13,706 SQFT
MAXIMUM ALLOWED IMPERVIOUS:	85% OF PROJECT TOTAL AREA
EXISTING PERVIOUS AREA:	1.74 AC (32.7% OF PROJECT TOTAL)
EXISTING IMPERVIOUS AREA:	3.58 AC (67.3% OF PROJECT TOTAL)
PROPOSED PERVIOUS AREA:	1.65 AC (31.0% OF PROJECT TOTAL)
PROPOSED IMPERVIOUS AREA:	3.67 AC (69.0% OF PROJECT TOTAL)

DIMENSION REGULATIONS

*(PER CITY OF WINTER PARK LDC CH. 58, ART. III, SEC. 58-72)

BUILDING SETBACKS:		REQUIRED	PROVIDED
FRONT	(SOUTH)	10'	95'
SIDE	(EAST)	0'	73'
SIDE	(WEST)	10'	665'
REAR	(NORTH)	10'	47'
PARKING SETBACK:			
FRONT	(SOUTH)	5'	5'
SIDE	(EAST)	5'	5'
SIDE	(WEST)	5'	5'
REAR	(NORTH)	5'	5'

NOTES

1. PLEASE REFER TO THE PARKING STUDY FOR PARKING RELATED INFORMATION.

No.	REVISIONS	DATE	BY

Kimley»Horn
© 2026 KIMLEY-HORN AND ASSOCIATES, INC.
200 S. ORANGE AVENUE, SUITE 800, ORLANDO FL 32801
PHONE: (407) 898-1511
WWW.KIMLEY-HORN.COM REGISTRY No. 35106

LICENSED PROFESSIONAL
BRANDON SANSARICQ, P.E.
FLORIDA LICENSE NUMBER
88117
DATE: 06/04/2026

KHA PROJECT
249816000
DATE
06/04/2026
SCALE AS SHOWN
DESIGNED BY JW
DRAWN BY JW
CHECKED BY BS

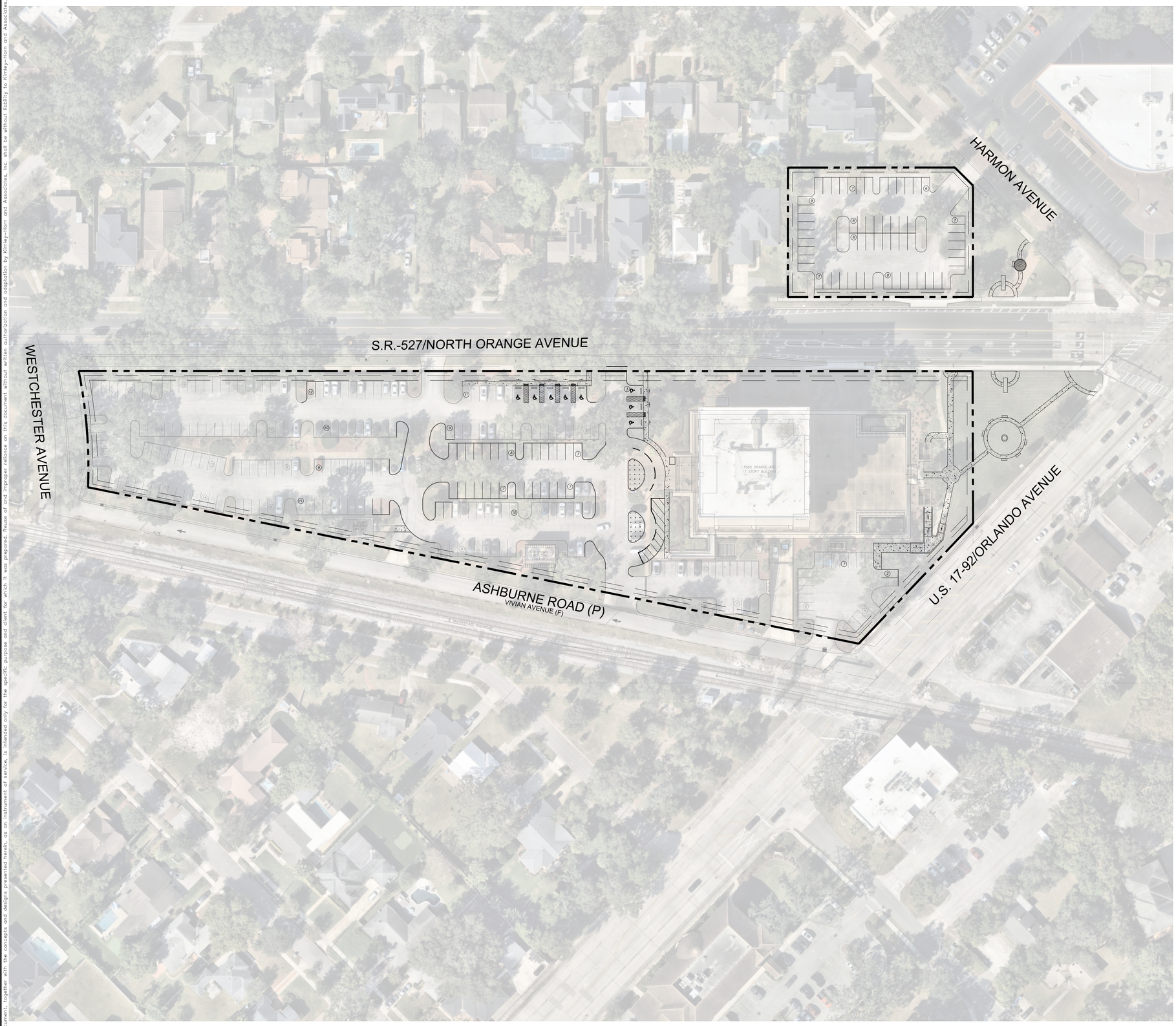
OVERALL DEVELOPMENT SITE PLAN

THE HUB AT 1560 N ORANGE AVE

CITY OF WINTER PARK FLORIDA

SHEET NUMBER
DP-1

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GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

LEGEND

- PROPERTY BOUNDARY
- BUILDING SETBACK
- PARKING SETBACK
- PROPOSED CONCRETE SIDEWALK
- (5) PROPOSED PARKING COUNT NUMBER
- (9) EXISTING PARKING COUNT NUMBER

SITE DATA

TOTAL SITE AREA:	±5.32 AC (±231,739 SQFT)
PARCEL "A"	±4.67 AC (±203,425 SQFT)
PARCEL "B"	±0.65 AC (±28,314 SQFT)
PARCEL "A" ID:	12-22-29-6432-08-010
PARCEL "B" IDS:	12-22-29-6432-07-010
	12-22-29-6432-07-030
	12-22-29-6432-07-040
FUTURE LAND USE:	OFFICE PROFESSIONAL/SINGLE FAMILY
EXISTING ZONING:	O-1/R-3
EXISTING USE:	OFFICE/PARKING LOT
PROPOSED USE:	OFFICE/RESTAURANT/ MEDICAL OFFICE/PARKING LOT
EXISTING BUILDING HEIGHT:	7 STORIES
EXISTING TOTAL BUILDING AREA:	108,339 SQFT
PROPOSED TOTAL BUILDING AREA:	108,339 SQFT
OFFICE	78,022 SQFT
RESTAURANT	16,611 SQFT
MEDICAL OFFICE	13,706 SQFT
MAXIMUM ALLOWED IMPERVIOUS:	85% OF PROJECT TOTAL AREA
EXISTING PERVIOUS AREA:	1.74 AC (32.7% OF PROJECT TOTAL)
EXISTING IMPERVIOUS AREA:	3.58 AC (67.3% OF PROJECT TOTAL)
PROPOSED PERVIOUS AREA:	1.65 AC (31.0% OF PROJECT TOTAL)
PROPOSED IMPERVIOUS AREA:	3.67 AC (69.0% OF PROJECT TOTAL)

DIMENSION REGULATIONS

*(PER CITY OF WINTER PARK LDC CH. 58, ART. III, SEC. 58-72)

		REQUIRED	PROVIDED
BUILDING SETBACKS:			
FRONT	(SOUTH)	10'	95'
SIDE	(EAST)	0'	73'
SIDE	(WEST)	10'	665'
REAR	(NORTH)	10'	47'
PARKING SETBACK:			
FRONT	(SOUTH)	5'	5'
SIDE	(EAST)	5'	5'
SIDE	(WEST)	5'	5'
REAR	(NORTH)	5'	5'

NOTES

1. PLEASE REFER TO THE PARKING STUDY FOR PARKING RELATED INFORMATION.

No.	REVISIONS	DATE	BY

Kimley»Horn
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200 S. ORANGE AVENUE, SUITE 800, ORLANDO FL 32801
PHONE: 407-898-1511
WWW.KIMLEY-HORN.COM REGISTRY No. 35106

LICENSED PROFESSIONAL
BRANDON SANSARICQ, P.E.
FLORIDA LICENSE NUMBER
88117
DATE: 06/04/2026

KHA PROJECT 249816000			
DATE 06/04/2026			
SCALE AS SHOWN	DESIGNED BY	JW	
	DRAWN BY	JW	
	CHECKED BY	BS	

OVERALL DEVELOPMENT PLAN (AERIAL)

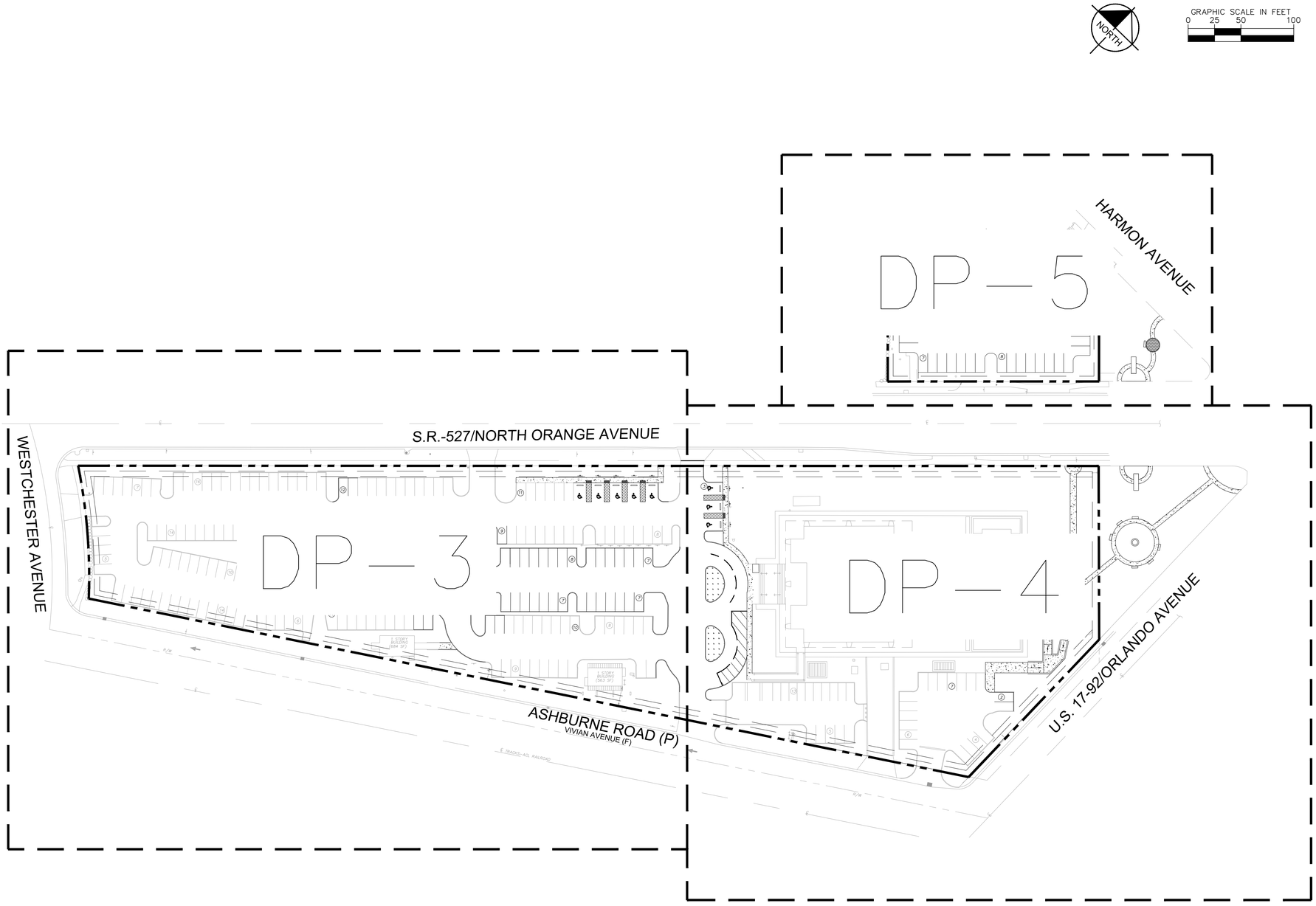
THE HUB AT 1560 N ORANGE AVE

CITY OF WINTER PARK FLORIDA

SHEET NUMBER
DP-1A

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KHA PROJECT	249816000
DATE	06/04/2026
SCALE	AS SHOWN
DESIGNED BY	JW
DRAWN BY	JW
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DEVELOPMENT PLAN KEY MAP

THE HUB AT 1560 N ORANGE AVE

CITY OF WINTER PARK FLORIDA

SHEET NUMBER
DP-2

GRAPHIC SCALE IN FEET
0 15 30 60

NORTH

LEGEND

- PROPERTY BOUNDARY
- BUILDING SETBACK
- PARKING SETBACK
- PROPOSED CONCRETE SIDEWALK
- (5) PROPOSED PARKING COUNT NUMBER
- (9) EXISTING PARKING COUNT NUMBER

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DATE
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DEVELOPMENT SITE PLAN

THE HUB AT 1560 N ORANGE AVE

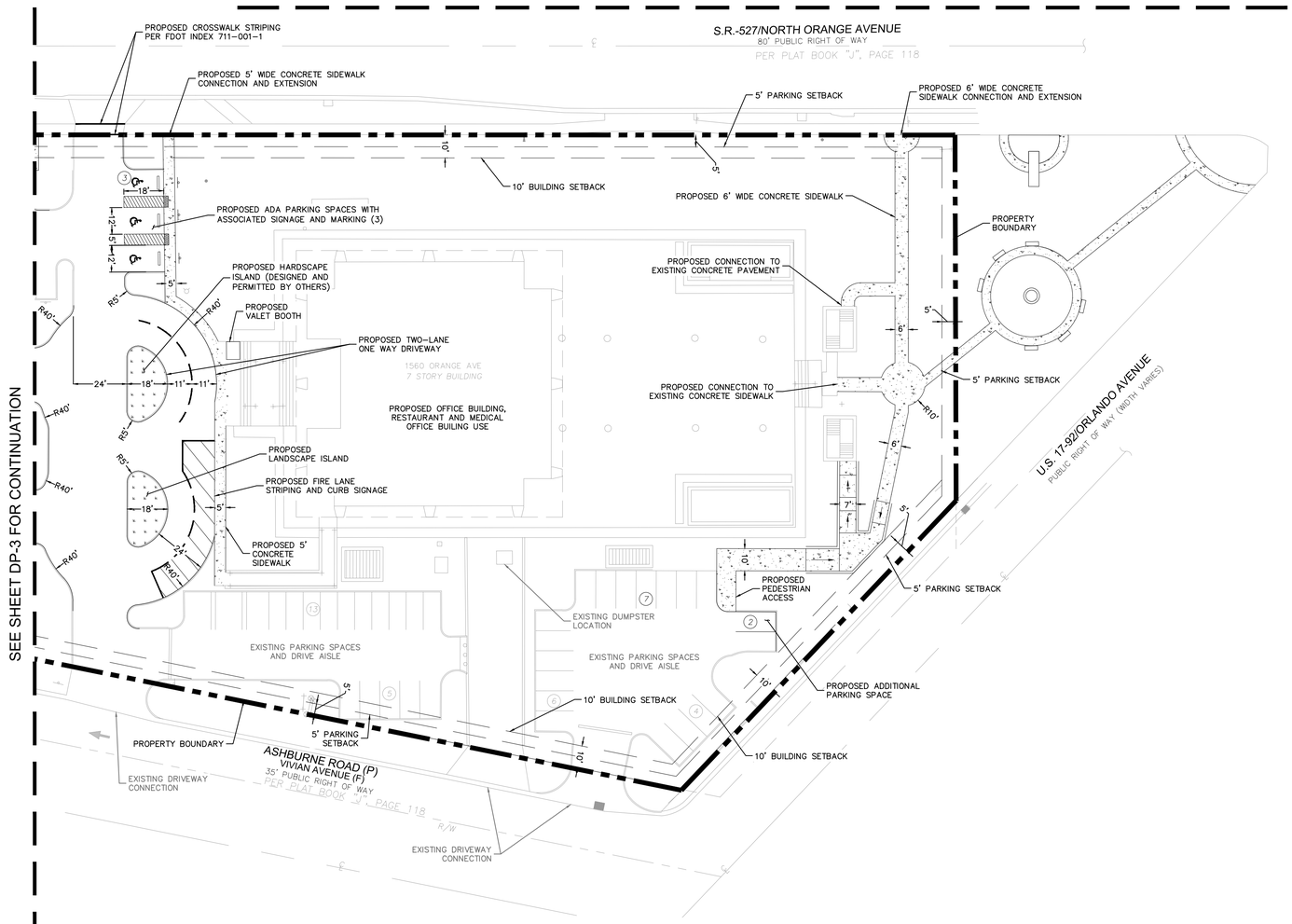
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DP-3

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SEE SHEET DP-5 FOR CONTINUATION



NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

LEGEND

- PROPERTY BOUNDARY
- BUILDING SETBACK
- PARKING SETBACK
- PROPOSED CONCRETE SIDEWALK
- (5) PROPOSED PARKING COUNT NUMBER
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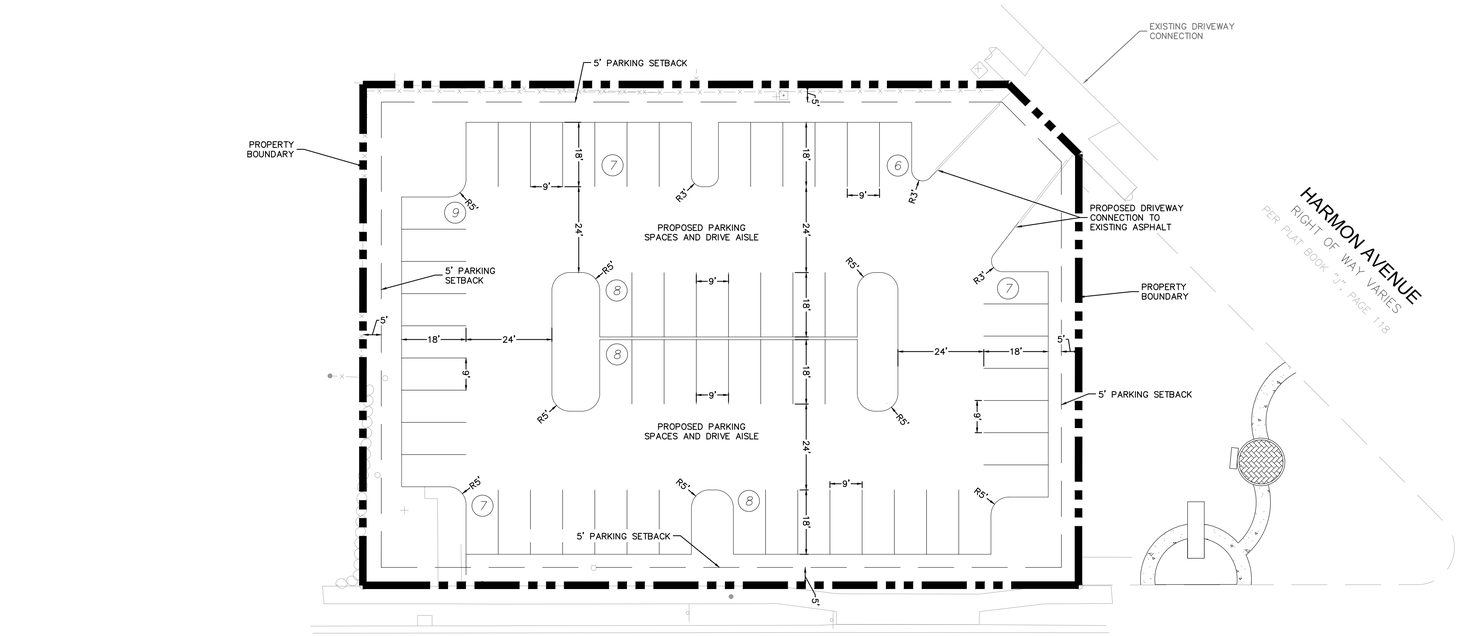
DEVELOPMENT SITE PLAN

THE HUB AT 1560 N ORANGE AVE

CITY OF WINTER PARK FLORIDA

SHEET NUMBER
DP-4

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LK CONNECTION AND

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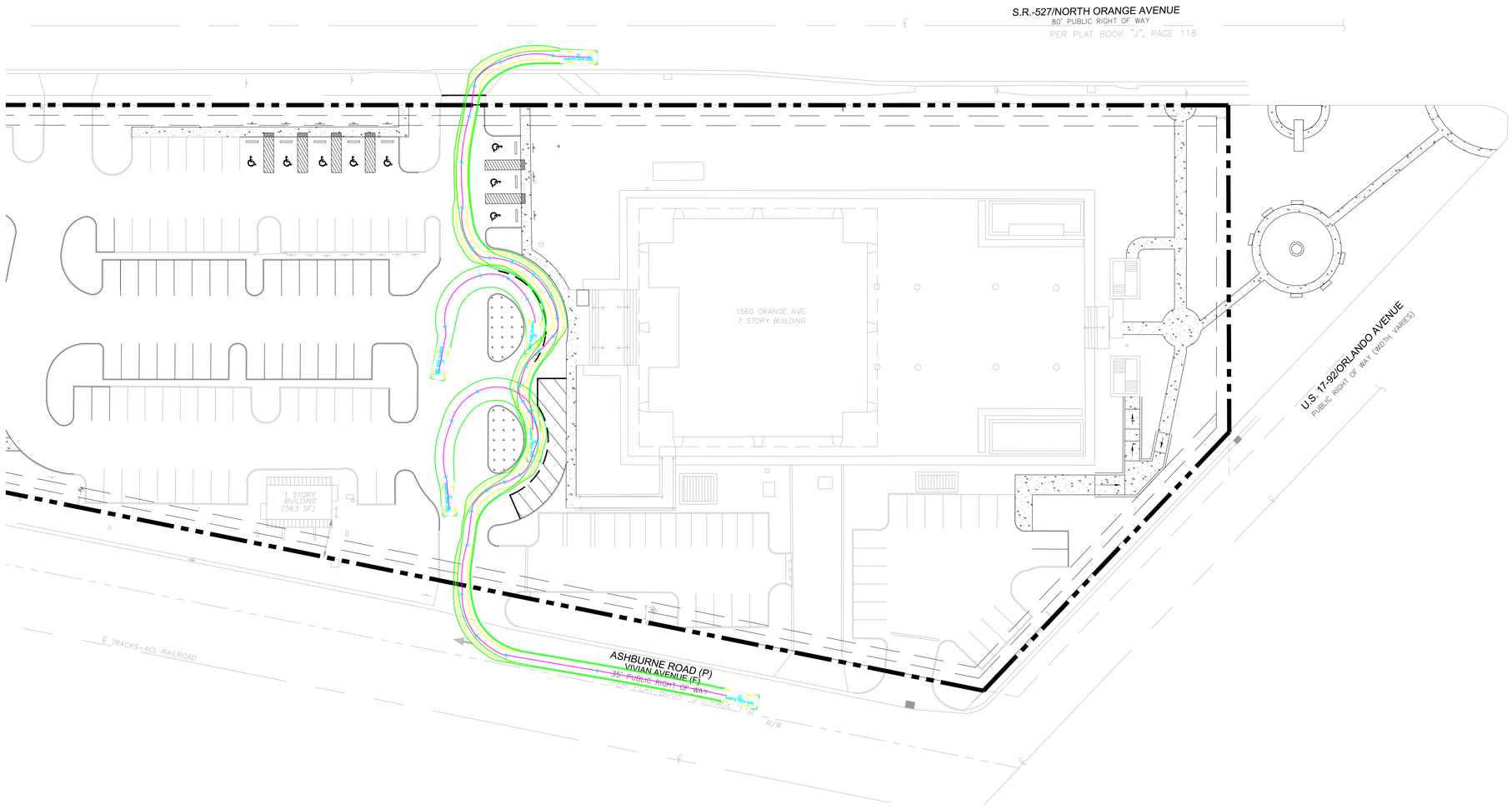
DEVELOPMENT SITE PLAN

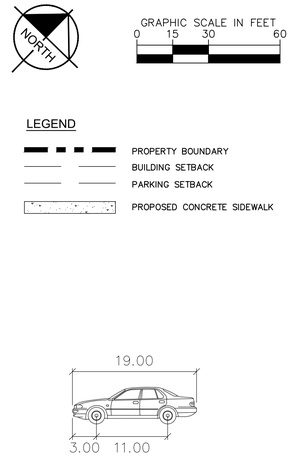
THE HUB AT 1560 N ORANGE AVE

CITY OF WINTER PARK FLORIDA

SHEET NUMBER
DP-5

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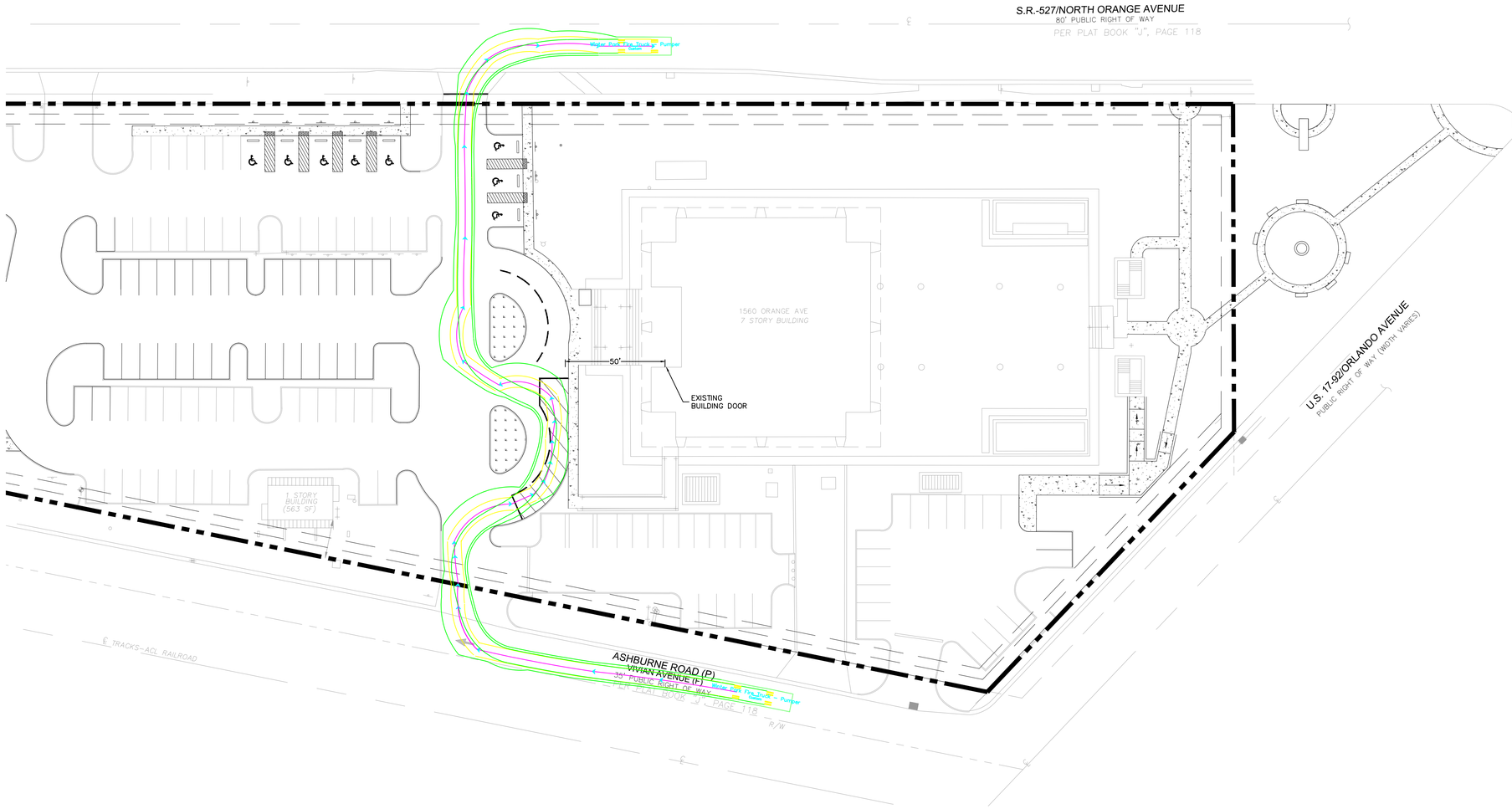
KHA PROJECT 249816000			
DATE 06/04/2026	SCALE AS SHOWN	DESIGNED BY JW	DRAWN BY JW
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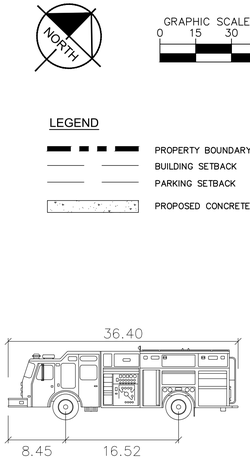
PASSENGER VEHICLE AUTOTURN PLAN

THE HUB AT 1560 N ORANGE AVE

CITY OF WINTER PARK FLORIDA

SHEET NUMBER
DP-6





Winter Park Fire Truck – Pumper

	feet
Width	: 9.00
Track	: 6.91
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

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DATE	06/04/2026
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DESIGNED BY	JW
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CHECKED BY	BS

FIRE TRUCK AUTOTURN PLAN

THE HUB AT 1560 N ORANGE AVE

CITY OF WINTER PARK FLORIDA

SHEET NUMBER
DP-7

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DATE	06/04/2026
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DESIGNED BY	JW
DRAWN BY	JW
CHECKED BY	BS

TREE REMOVAL EXHIBIT

THE HUB AT 1560 N ORANGE AVE

CITY OF WINTER PARK FLORIDA

SHEET NUMBER
DP-8

Kimley»Horn

MEMORANDUM

From: James M. Taylor, PE
Kimley-Horn and Associates, Inc.

Date: June 5, 2026

Subject: The Hub at 1560 North Orange Avenue
Parking Demand Study

INTRODUCTION

Kimley-Horn and Associates, Inc. has undertaken the following review and analysis to evaluate the anticipated parking needs and trip generation impact for the proposed mixed-use redevelopment of 1560 North Orange Avenue. The proposed redevelopment is located on the southwest quadrant of Orlando Avenue & Orange Avenue in the City of Winter Park, Florida.

The existing building consists of ±108,339 square feet of office space. The proposed mixed-use development will consist of the following land uses and intensities:

- ±75,882 square feet of office
- ±351 seats of restaurant (301 seats of fine dining and 50 seats of café)
- ±13,367 square feet of medical office

EXISTING PARKING SUPPLY

The following two (2) parking areas will serve the proposed development**:**

1. Main Parking Lot – 258 Spaces
    - This lot is located on the same parcel adjacent to the existing building.
2. Lot Across Orange Avenue – 57 Spaces
    - The owner of the 1560 Orange Avenue parcel owns the lot across Orange Avenue. Access to this parking area is provided via Harmon Avenue.

Total Number of Parking Spaces: 315 spaces

CODE PARKING REQUIREMENTS

Chapter 58, Article 3, Section 58-86.b of the City of Winter Park's Code of Ordinances defines the off-street parking requirements in the Orange Avenue Corridor for the planned uses to be the following:

- Office: 1 Parking Space for each 333 square feet of the first 15,000 square feet and 1 Parking Space for each 400 square feet remaining
- Restaurant: 1 Parking Space for every 4 seats
- Medical and Dental Offices and Clinics: 1 Parking Space for each 200 square feet

Based on these requirements, the site parking requirements are the following:

- Office
  - (15,000 square feet / 333 square feet per space) + (60,882 square feet / 400 square feet) = 197 spaces
- Fine Dining Restaurant
  - 301 seats / 4 seats per space = 75 spaces
- Café Restaurant
  - 50 seats / 4 seats per space = 13 spaces
- Medical and Dental Offices and Clinics
  - 13,367 square feet / 200 square feet per space = 67 spaces

Total Number of Parking Spaces: 352 spaces

Based upon the City of Winter Park Code of Ordinances, the proposed development requires 352 parking spaces before adjustments are applied for shared parking considerations.

SHARED PARKING ANALYSIS

As allowed for in the City of Winter Park's Code of Ordinances Chapter 58, Article 3, Section 58-86.c.3.h, a calculation of the anticipated shared parking demand was undertaken using the Urban Land Institute's (ULI) *Methodology for Shared Parking*. Excerpts from the ULI *Methodology for Shared Parking* guidelines are provided in **Attachment A**.

The ULI *Methodology for Shared Parking* provides a time-of-day distribution for parking demand for each land use. Using this data, the maximum number of parking spaces needed for the proposed redevelopment during each hour of the day can be determined. The use of this data assumes that the parking spaces are shared between the various uses of the proposed development throughout the day. ULI time-of-day data for the following development types was applied to City of Winter Park unadjusted code required parking spaces to determine peak parking demand for each hour of the day for the proposed redevelopment:

- Office
- Fine/Casual Dining Restaurant
- Fast Casual/Fast Food
- Medical/Dental Office

Table 2 provides a summary of the shared parking analysis, using the code required parking spaces. When considering the shared interaction in parking between land uses, the proposed redevelopment is anticipated to generate a peak parking demand of 315 parking spaces.

Kimley»Horn

Table 2: Shared Parking Analysis

Land Use	Size	Units	Code Req'd Spaces
Office	75.882	KSF	197
Fine/Casual Dining	301	Seats	75
Fast Casual/Fast Food	50	Seats	13
Medical/Dental Office	13.367	KSF	67

WEEKDAY	Office		Fine/Casual Dining		Fast Casual / Fast Food		Medical/Dental Office		TOTAL
	% Demand	Spaces	% Demand	Spaces	% Demand	Spaces	% Demand	Spaces	
12-4	0	0	25	19	5	1	0	0	20
5	0	0	0	0	0	0	0	0	0
6	3	6	0	0	5	1	0	0	7
7	15	30	0	0	10	1	0	0	31
8	50	99	0	0	20	3	90	60	162
9	90	177	0	0	30	4	90	60	241
10	100	197	15	11	55	7	100	67	282
11	100	197	40	30	85	11	100	67	305
12	85	167	75	56	100	13	30	20	256
1	85	167	75	56	100	13	90	60	296
2	95	187	65	49	90	12	100	67	315
3	95	187	40	30	60	8	100	67	292
4	85	167	50	38	55	7	90	60	272
5	60	118	75	56	60	8	80	54	236
6	25	49	95	71	85	11	67	45	176
7	15	30	100	75	80	10	30	20	135
8	5	10	100	75	50	7	15	10	102
9	3	6	100	75	30	4	0	0	85
10	1	2	95	71	20	3	0	0	76
11	0	0	75	56	10	1	0	0	57

Therefore, the proposed parking supply (315 spaces) is anticipated to meet the peak parking demand (315 spaces at 2PM).

CONCLUSION

Upon review of the City's code-required parking for each land use within the site, the ULI *Methodology for Shared Parking*, and a shared parking analysis for the mixed-use redevelopment, the anticipated peak parking demand at the redeveloped 1560 North Orange Avenue property is 315 parking spaces.

It is recommended that the existing 315 parking space supply be deemed sufficient to provide for the peak parking demand of the redeveloped 1560 North Orange Avenue property.

Please contact us if you have any questions or need additional information.

Sincerely,

KIMLEY-HORN



James M. Taylor, P.E.

ATTACHMENT A

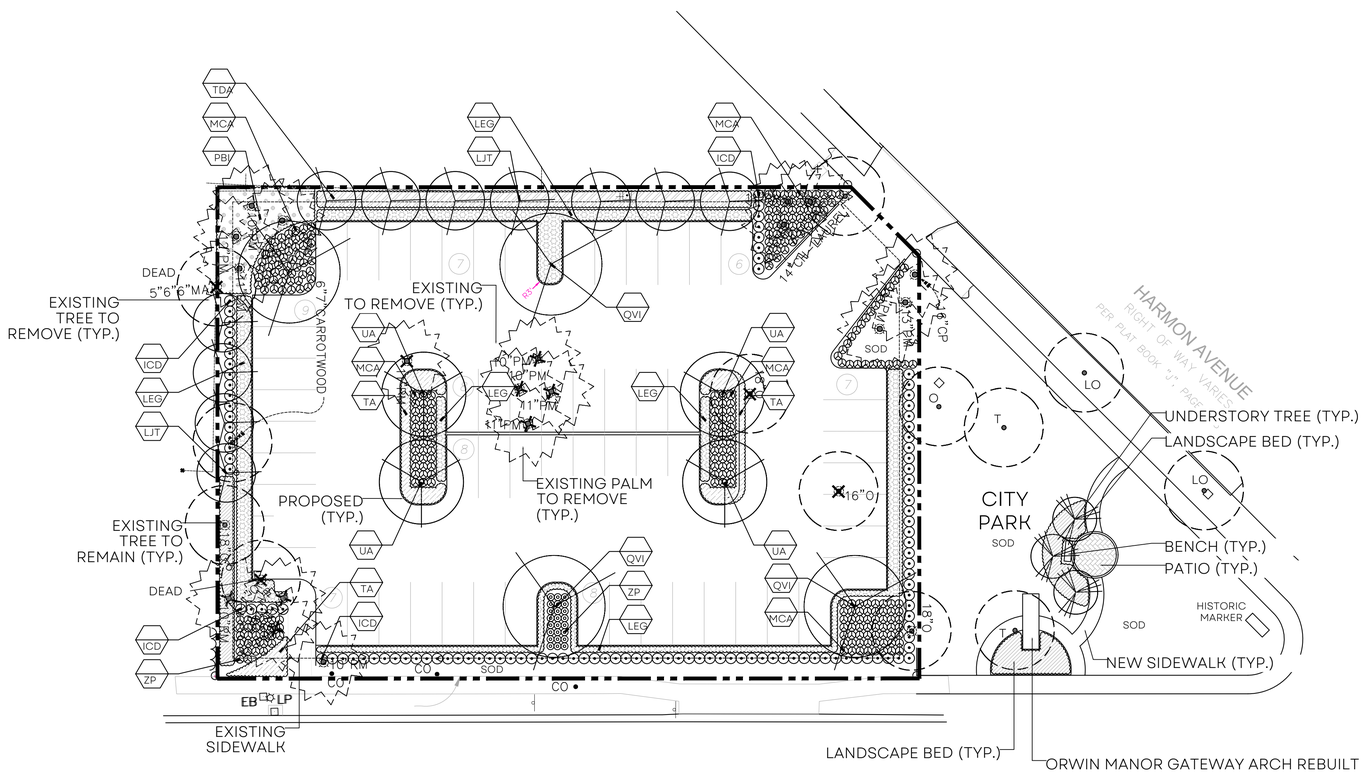
Excerpts from ULI's *Methodology for Shared Parking*

ULI Shared Use Analysis

Time-of-Day Factors for Weekday Demand																			
Land Use		6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Retail Typical	Visitors	1%	5%	15%	35%	60%	75%	100%	100%	95%	85%	85%	85%	90%	80%	65%	45%	15%	5%	0%
December	Visitors	1%	5%	15%	30%	55%	75%	90%	100%	100%	95%	80%	85%	90%	90%	85%	50%	30%	10%	0%
Late December	Visitors	1%	5%	10%	20%	40%	65%	90%	100%	100%	100%	95%	85%	70%	55%	40%	25%	15%	5%	0%
All	Employees	10%	15%	25%	45%	75%	95%	100%	100%	100%	100%	100%	100%	100%	100%	90%	60%	40%	20%	0%
Supermarket/Grocery	Visitors	5%	20%	30%	50%	60%	67%	85%	90%	95%	97%	100%	100%	100%	85%	55%	35%	20%	5%	5%
	Employees	20%	30%	40%	80%	90%	100%	100%	100%	100%	100%	100%	100%	80%	50%	35%	20%	20%	20%	20%
Pharmacy	Visitors	5%	20%	30%	60%	60%	67%	85%	90%	95%	97%	100%	100%	100%	85%	55%	35%	20%	5%	5%
	Employees	20%	30%	40%	80%	90%	100%	100%	100%	100%	100%	100%	100%	80%	50%	35%	20%	20%	20%	20%
Discount Stores/Superstores	Visitors	15%	35%	45%	65%	75%	85%	100%	100%	100%	100%	95%	85%	75%	60%	45%	30%	10%	5%	1%
	Employees	25%	45%	55%	75%	85%	100%	100%	100%	100%	100%	100%	95%	85%	70%	55%	40%	20%	20%	20%
Home Improvement Stores/Garden	Visitors	15%	20%	35%	55%	85%	99%	100%	99%	98%	90%	85%	80%	75%	60%	50%	30%	10%	0%	0%
	Employees	25%	30%	45%	65%	95%	100%	100%	100%	100%	100%	95%	90%	85%	70%	60%	40%	20%	0%	0%
Fine/Casual Dining	Visitors	0%	0%	0%	0%	15%	40%	75%	75%	65%	40%	50%	75%	95%	100%	100%	100%	95%	75%	25%
	Employees	0%	20%	50%	75%	90%	90%	90%	90%	90%	75%	75%	100%	100%	100%	100%	100%	100%	85%	35%
Family Restaurant	Visitors	25%	50%	60%	75%	85%	90%	100%	90%	50%	45%	45%	75%	80%	80%	80%	60%	55%	50%	25%
	Employees	50%	75%	90%	90%	100%	100%	100%	100%	100%	75%	75%	95%	95%	95%	95%	80%	65%	65%	35%
Fast Casual/Fast Food	Visitors	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	55%	60%	85%	80%	50%	30%	20%	10%	5%
	Employees	20%	20%	30%	40%	75%	100%	100%	100%	95%	70%	60%	70%	90%	90%	60%	40%	30%	20%	20%
Bar/Lounge/Night Club	Visitors	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	50%	75%	100%	100%	75%	50%
	Employees	0%	0%	0%	5%	5%	5%	5%	10%	10%	10%	20%	45%	70%	100%	100%	100%	100%	90%	60%
Family Entertainment	Visitors	0%	0%	0%	0%	45%	65%	85%	95%	100%	95%	90%	70%	60%	45%	0%	0%	0%	0%	0%
	Employees	0%	0%	5%	25%	75%	100%	100%	100%	100%	100%	100%	80%	70%	55%	10%	5%	5%	5%	5%
Active Entertainment	Visitors	0%	0%	0%	0%	25%	65%	85%	90%	95%	95%	90%	95%	100%	95%	90%	65%	10%	0%	0%
	Employees	5%	5%	5%	25%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	75%	10%	5%	5%
Adult Active Entertainment	Visitors	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	50%	75%	100%	100%	100%	100%
	Employees	0%	0%	0%	5%	5%	5%	5%	10%	10%	10%	20%	45%	70%	100%	100%	100%	100%	100%	100%
All Movies Typical	Visitors	0%	0%	0%	0%	0%	0%	20%	45%	55%	55%	55%	60%	60%	80%	100%	100%	80%	65%	40%
Late December	Visitors	0%	0%	0%	0%	0%	0%	35%	60%	75%	80%	80%	80%	70%	80%	100%	100%	85%	70%	55%
All	Employees	0%	0%	0%	0%	0%	10%	50%	60%	60%	75%	75%	100%	100%	100%	100%	100%	100%	70%	50%
Live Theater	Visitors	0%	0%	0%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	25%	100%	100%	0%	0%	0%
	Employees	0%	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	30%	10%	5%
Outdoor Amphitheater	Visitors	0%	0%	0%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	25%	100%	100%	0%	0%	0%
	Employees	0%	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	30%	10%	5%
Public Park/Destination Open Space	Visitors	1%	5%	10%	25%	50%	65%	85%	95%	100%	95%	90%	70%	90%	100%	100%	100%	80%	50%	10%
	Employees	5%	10%	25%	50%	75%	100%	100%	100%	100%	100%	100%	80%	100%	100%	100%	100%	100%	60%	20%
Museum/Aquarium	Visitors	0%	0%	0%	0%	45%	65%	85%	95%	100%	95%	90%	85%	60%	30%	10%	0%	0%	0%	0%
	Employees	5%	5%	5%	25%	75%	100%	100%	100%	100%	100%	100%	80%	75%	10%	5%	0%	0%	5%	5%
Arena	Visitors	0%	0%	0%	1%	1%	1%	1%	1%	1%	1%	1%	1%	10%	25%	100%	100%	85%	0%	0%
No Matinee	Employees	0%	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	30%	10%	5%
Pro Football Stadium	Visitors	0%	0%	0%	1%	1%	1%	5%	5%	5%	5%	5%	5%	10%	50%	100%	100%	85%	25%	0%
8 PM Start	Employees	0%	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	100%	25%	10%
Pro Baseball Stadium	Visitors	0%	0%	0%	1%	1%	1%	5%	5%	5%	5%	5%	5%	10%	50%	100%	100%	85%	25%	0%
	Employees	0%	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	100%	25%	10%
Health Club	Visitors	70%	40%	40%	70%	70%	80%	60%	70%	70%	70%	80%	90%	100%	90%	80%	70%	35%	10%	0%
	Employees	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	100%	100%	75%	50%	20%	20%	20%	0%
Public Library	Visitors	0%	0%	0%	100%	100%	98%	98%	78%	72%	65%	70%	79%	60%	50%	40%	0%	0%	0%	0%
	Employees	0%	10%	50%	100%	100%	100%	100%	100%	100%	100%	100%	90%	75%	50%	20%	10%	0%	0%	0%
Day Care Center	Visitors	0%	2%	25%	75%	20%	20%	20%	20%	20%	20%	100%	50%	20%	5%	0%	0%	0%	0%	0%
	Employees	0%	50%	75%	90%	90%	90%	90%	90%	90%	100%	100%	100%	60%	40%	10%	0%	0%	0%	0%
Convention Center	Visitors	0%	0%	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%	0%	0%	0%
	Employees	5%	30%	33%	33%	100%	100%	100%	100%	100%	100%	90%	70%	40%	25%	20%	20%	5%	0%	0%
Hotel-Business	Visitors	95%	90%	80%	70%	60%	60%	55%	55%	60%	60%	65%	70%	75%	75%	80%	85%	95%	100%	100%
Hotel-Leisure	Visitors	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%
Employee	Employees	10%	30%	100%	100%	100%	100%	100%	100%	100%	100%	70%	70%	40%	20%	20%	20%	20%	10%	5%
Restaurant/Lounge	Visitors	0%	10%	30%	10%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%	67%	60%	40%	30%
Meeting/Banquet (< 100 sq ft/key)	Visitors	0%	0%	30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%	100%	50%	0%	0%
Convention (> 100 sq ft/key)	Visitors	0%	0%	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%	0%	0%	0%
Employee	Employees	10%	10%	60%	100%	100%	100%	100%	100%	100%	100%	100%	100%	60%	40%	40%	20%	0%	0%	0%
Residential Guest	Visitors	0%	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
Resident Reserved	Residents	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Resident Suburban	Residents	95%	80%	67%	55%	50%	45%	40%	40%	40%	40%	45%	50%	60%	70%	80%	85%	95%	97%	100%
Resident Urban	Residents	95%	85%	75%	65%	60%	55%	50%	50%	50%	55%	60%	65%	70%	75%	80%	85%	95%	97%	100%
Active Senior Housing	Visitors & Employees	95%	97%	100%	100%	99%	98%	98%	99%	98%	100%	99%	94%	96%	98%	97%	97%	97%	98%	98%
	Residents	95%	97%	100%	100%	99%	98%	98%	99%	98%	100%	99%	94%	96%	98%	97%	97%	97%	98%	98%
Office	Visitors	0%	1%	20%	60%	100%	45%	15%	45%	95%	45%	15%	10%	5%	2%	1%	0%	0%	0%	0%
	Employees Unreserved	3%	15%	50%	90%	100%	100%	85%	85%	95%	95%	85%	60%	25%	15%	5%	3%	1%	0%	0%
	Employees Reserved	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Medical/Dental Office	Visitors	0%	0%	90%	90%	100%	100%	30%	90%	100%	100%	90%	80%	67%	30%	15%	0%	0%	0%	0%
	Employees	0%	20%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	67%	30%	15%	0%	0%	0%	0%
Bank (Drive In Branch)	Visitors	0%	0%	50%	90%	100%	50%	50%	50%	70%	50%	80%	100%	0%	0%	0%	0%	0%	0%	0%
	Employees	0%	0%	60%	100%	100%	100%	100%	100%	100%	100%	100%	100%	0%	0%	0%	0%	0%	0%	0%

LANDSCAPE LEGEND - HO#225-021 The Hub 2025-05-18

QTY	CODE	BOTANICAL/COMMON NAME	SPECIFICATIONS
	AW	Acoelorrhaphe wrightii Paurotis palm	8-10'x 10-12', 5 tr
	AZV	Alpinia zerumbet 'Variegata' Variegated shell ginger	full, 7g, 4'oc
	ANN	annuals for sun seasonal color	full, 4" pot, 10"oc
	ADM	Asparagus densiflorus 'Meyersii' Foxtail fern	full, 3g, 24"oc
	BC	Butia capitata Pindo palm	6'ct, 12-15'oa, sst, full head, spec, matching
	CHS1	Camellia hiemalis 'Shishi-Gashira' Shishi-Gashira camellia (red, early)	full, 18-24" ht, 7g, 36"oc
	CME	Carissa macrocarpa 'Emerald Blanket' Emerald Blanket natal plum	18-24"oa, 3g, 30"oc
	CF	Cyrtomium falcatum Holly fern	full, 12"oa, 1g, 30"oc
	ED	Elaeocarpus decipiens Japanese blueberry as tree stilted hedge	10-12'x5-6', sst, 5' ct, spec
	ERP	Euryops pectinatus (Gamolepis chrysanthemoides) Silver-leafed bush daisy	full, 1g, 24"oc
	EHB	Evolvulus hybrid 'USEVO1201' Blue My Mind blue daze	full, 1g, 18"oc
	FJA	Farfugium japonicum var. giganteum Giant leopard plant	18"oa, 3g, 36"oc
	ICD	Ilex cornuta 'Dwarf Burford' Dwarf Burford holly	30-36" ht, 7g, 30"oc
	IVP	Ilex vomitoria 'Pendula' Weeping yaupon holly	9-10'x 4-5', 30g, mt, 3 tr, spec, female
	JSP	Justicia spicigera Orange justicia	full, 3g, 5'oc
	LJT	Ligustrum japonicum tree Ligustrum tree	8-10' x 8-10', 3 tr min, spec, hvy cnpy, spec
	LEG	Liriope 'Emerald Goddess' Emerald Goddess liriope	full, 1g, 3-4 bpp, 18"oc Plant 2" above grade!
	MGB	Magnolia grandiflora 'Bracken's Brown Beauty' Bracken's Brown Beauty southern magnolia	8-10'x4-5', 2-2½"c, 30g
	MCA	Muhlenbergia capillaris Muhly grass	full, 1g, 30"oc
	MDU	Muhlenbergia dumosa Bamboo muhly grass	full, 3g, 5'oc
	MYFR	Myrcianthes fragrans Simpson's stopper	full, 36-42"oa, 7g, 4'oc
	NCR	Neomarica caerulea 'Regina' Regina walking iris (blue)	full, 1g, 30"oc
	OJ	Ophiopogon japonicus Mondo grass	full, 4"pot, 10"oc
	PQU	Paspalum quadrifarium Evergreen paspalum grass	full, 3g, 4' oc
	PBI	Philodendron bipinnatifidum Split leaf selloum philodendron	24-30"oa, full, 3g, 4'oc
	PAU	Plumbago auriculata 'Imperial Blue' Imperial Blue plumbago	18-24" oa, 3g, 4'oc
	PMM	Podocarpus macrophyllus 'Maki' Shrubby Japanese yew	3 ½'-4 ½'x1-2', 1"c, 7g, 30"oc
	QV	Quercus virginiana Live oak	12-14' x 5-6', 2½-3½"c, 45g
	SP1	Sabal palmetto Sabal palm	8'ct w/o boots, sst
	SP2	Sabal palmetto Sabal palm	10'ct w/o boots, sst
	SP3	Sabal palmetto Sabal palm	12'ct w/o boots, sst
	TDIM	Taxodium distichum var. imbricum (syn. T. ascendens) Pond cypress	10-12' x 4-5', 2-3"c, 30g
	TDA	Tripsacum dactyloides Fakahatchee grass	12-18"oa, 1g, 36"oc
	TA	Trachelospermum asiaticum Dwarf Asian jasmine	full, 1g, 18"oc
	UA	Ulmus alata Winged elm	10-12' x 4-5', 3"c
	ZM	Zamia maritima (furfuracea) Cardboard plant	full, 36-42"oa, 15g, spec
	ZP	Zamia pumila Coontie	full, 24-30"oa, 7g, 36"oc Plant 2" above grade!
	SOD	Stenotaphrum secundatum 'Floratam' Floratam St. Augustine grass Pine bark mulch	whole, solid pieces, as required, denoted w/ graphic stippling and/or "sod" ½"-1 ½" size at 3" depth and as noted



EXISTING TREE/PALM KEY

LO -LIVE OAK
LAUREL OAK
O- OAK
MA - MAGNOLIA
PM - PALM
T - TRUMPET TREE

48 HOURS BEFORE YOU DIG
CALL SUNSHINE
1-800-432-4770 or 811
IT'S THE LAW IN FLORIDA
FLORIDA LAW REQUIRES EXCAVATORS TO NOTIFY OWNERS OF UNDERGROUND FACILITIES NO LESS THAN TWO (2) DAYS PRIOR TO EXCAVATION

REVISIONS:

#1 06/02/2026

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www.hortusoasis.com

GRAPHIC SCALE
0 15 20 40
(IN FEET)
1 inch = 20ft.

Conditional Use Landscape Plan, Legend

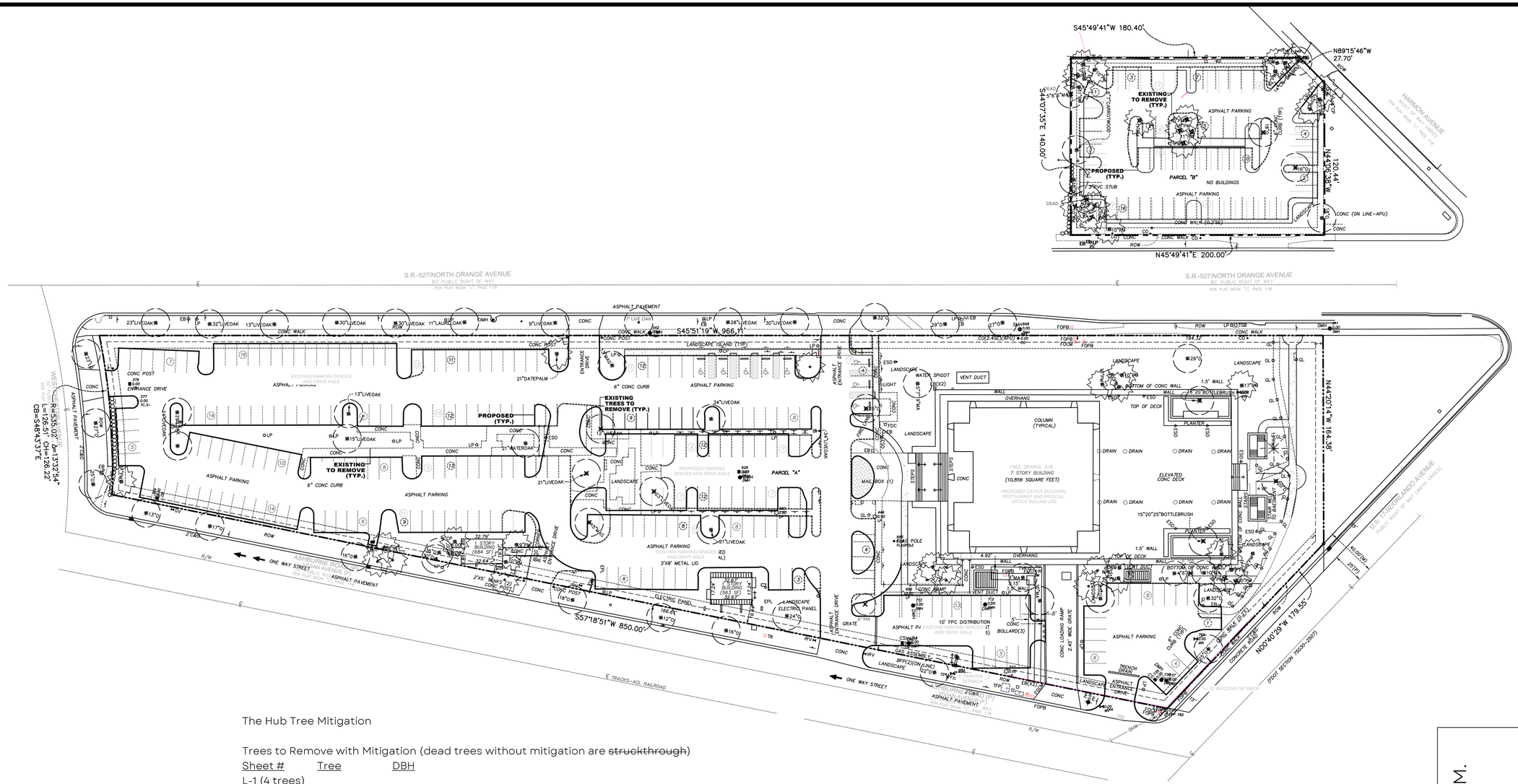
The Hub

1560 Orange Ave.
Jurisdiction: Winter Park, Florida

DESIGN	DRAFT	CHECK
SP	JR	SP

PROJECT #: 225-021
DATE: 05/2026
SCALE: 1:20
SHEET: L-3
TOTAL: L-3 of L-4

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The Hub Tree Mitigation

Trees to Remove with Mitigation (dead trees without mitigation are ~~struckthrough~~)

Sheet #	Tree	DBH
L-1 (4 trees)		
	Live oak	12”
	Water oak	21”
	Live oak	23”
	Magnolia	15”
L-2 (6 trees)		
	Oak	25”
	Magnolia	6”
	Magnolia	6”
	Oak	20”
	Bottlebrush	18”/20” = 38”
	Bottlebrush	15’/20”/25” = 45”
L-3 (2 trees)		
	~~Magnolia~~	~~5”/5”/6”~~
	~~Oak~~	~~21”~~
	Live oak	18”
	Live oak	16”
	Total	245”

Replacement Trees
(6”-18” = 1 replacement tree) 6 x1 = 6 replacement trees
(19”+ = 2 replacement trees) 6 x 2 = 12 replacement trees
Total 18 replacement trees

AND/OR
Financial Compensation: 245” x $110.00 = $26,950.00

EXISTING TREE/PALM KEY

LO -LIVE OAK
LAUREL OAK
O- OAK
MA - MAGNOLIA
PM - PALM
T - TRUMPET TREE

TREE SURVEY FROM DONALD M. MCINTOSH DATED 03/02/26. REVISIONS BY HORTUS OASIS 6/2/26.

48 HOURS BEFORE YOU DIG
CALL SUNSHINE
1-800-432-4770 or 811
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REVISIONS:
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HORTUS OASIS

GRAPHIC SCALE
0 20 40 80
(IN FEET)
1 inch = 40ft.

Conditional Use Tree Mitigation Plan

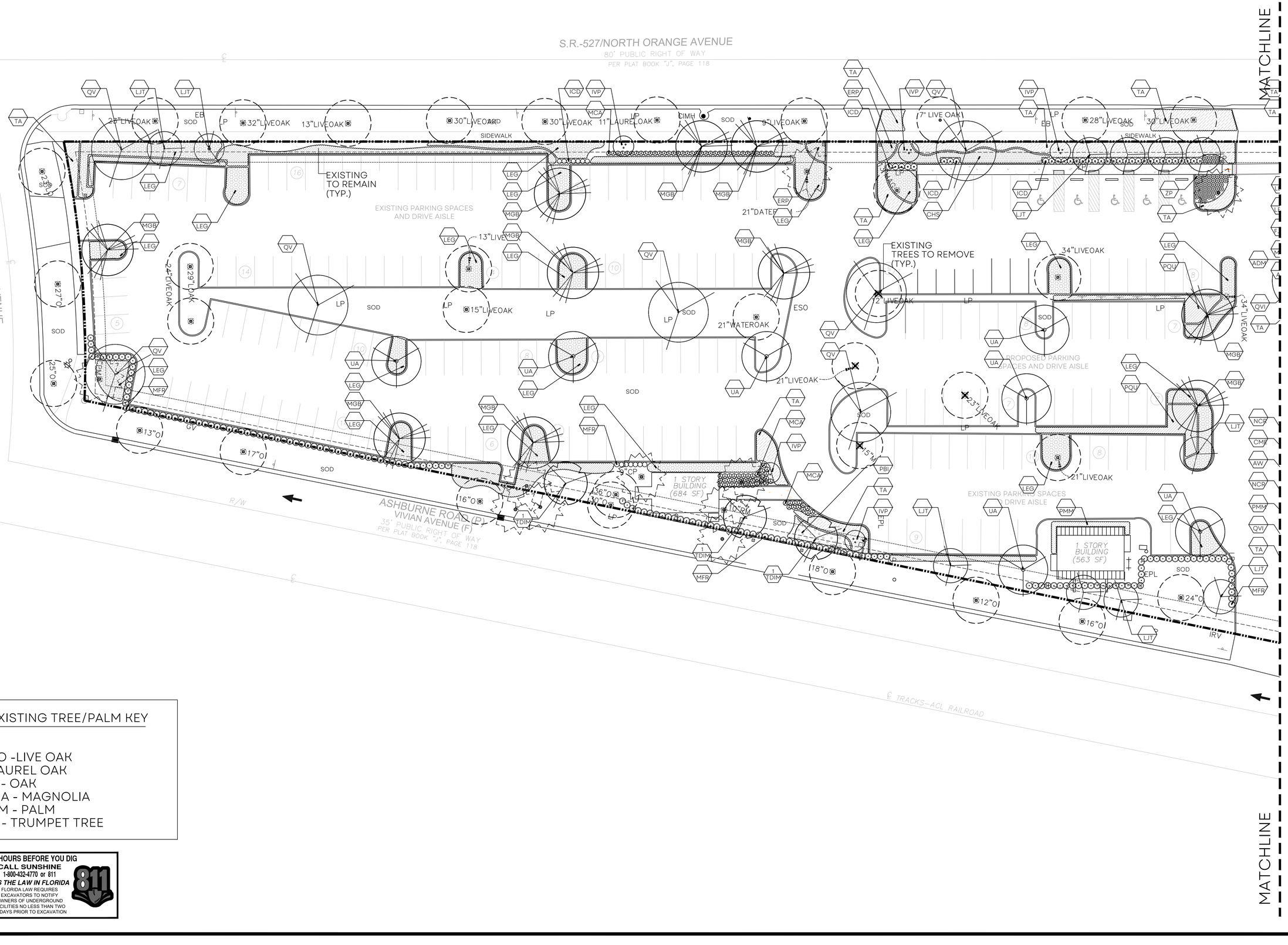
The Hub

1560 Orange Ave.
Jurisdiction: Winter Park, Florida

DESIGN	DRAFT	CHECK
SP	JR	SP

PROJECT #: 225-021
DATE: 05/2026
SCALE: 1:40
SHEET: L-4
TOTAL: L-4 of L-4

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EXISTING TREE/PALM KEY

LO -LIVE OAK
LAUREL OAK
O- OAK
MA - MAGNOLIA
PM - PALM
T - TRUMPET TREE

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HORTUS OASIS

N

GRAPHIC SCALE
0 15 20 40
(IN FEET)
1 inch = 20ft.

Conditional Use Landscape Plan

The Hub

1560 Orange Ave.
Jurisdiction: Winter Park, Florida

DESIGN	DRAFT	CHECK
SP	JR	SP

PROJECT #: 225-021
DATE: 05/2026
SCALE: 1:20
SHEET: L-1
TOTAL: L-1 of L-4

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S.R.-527/NORTH ORANGE AVENUE
80' PUBLIC RIGHT OF WAY
PER PLAT BOOK "J", PAGE 118

MATCHLINE

PROPOSED SIGN

ORWIN MANOR GATEWAY ARCH REBUILT

LANDSCAPE BED (TYP.)

CITY PARK

EXISTING TREE TO REMAIN (TYP.)

LANDSCAPE BED UNDER STILTED HEDGE

BENCH (TYP.)

FOCAL POINT STILTED HEDGE

EXISTING PALMS TO REMAIN (TYP.)

PROPOSED WATER FEATURE

1560 ORANGE AVE
7 STORY BUILDING
ED OFFICE BUILDING, RESTAURANT AND MEDICAL OFFICE BUILING USE

EXISTING PARKING SPACES AND DRIVE AISLE

EXISTING PALMS TO REMOVE (TYP.)

15"20"25" BOTTLEBRUSH

18"20" BOTTLEBRUSH

10' BUILDING SETBACK

5' PARKING SETBACK

U.S. 17-92/ORLANDO AVENUE
PUBLIC RIGHT OF WAY (WIDTH VARIES)

40.00'(M)

ASHBURNE ROAD (P)
VIVIAN AVENUE (F)
35' PUBLIC RIGHT OF WAY
PER PLAT BOOK "J", PAGE 118

MATCHLINE

EXISTING TREE/PALM KEY

LO -LIVE OAK
LAUREL OAK
O- OAK
MA - MAGNOLIA
PM - PALM
T - TRUMPET TREE

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HORTUS OASIS

N

GRAPHIC SCALE
0 15 20 40
(IN FEET)
1 inch = 20ft.

Conditional Use Landscape Plan

The Hub

1560 Orange Ave.
Jurisdiction: Winter Park, Florida

DESIGN	DRAFT	CHECK
SP	JR	SP

PROJECT #: 225-021
DATE: 05/2026
SCALE: 1:20
SHEET: L-2
TOTAL: L-2 of L-4

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NOTES

1	EXISTING LOADING DOCK
2	NEW STONE PLANTER EDGE
3	NEW MEDICAL OFFICE ENTRY PATH AND PERGOLA (OPEN AIR)
4	EXISTING BUILDING SOFFIT (ABOVE)
5	NEW CANTILEVER (ABOVE), REFER TO ELEVATIONS
6	NEW PLANTERS WITH GUARDRAILS AND DECORATIVE LIGHTING
7	WATER FEATURE
8	EXISTING PYLON SIGN
9	NEW FOLDING GLASS WALL SYSTEM WITH FRAME
10	NEW RESTAURANT PATIO CANTILEVERED RETRACTABLE AWNING (ABOVE), TRELLIS (OPEN AIR) WITH DECORATIVE LIGHTING AND HEATERS
11	NEW PERIMETER PLANTERS SECURED TO EXISTING PRECAST BENCH
12	EXISTING LIGHTS TO REMAIN

MAIN ENTRANCE

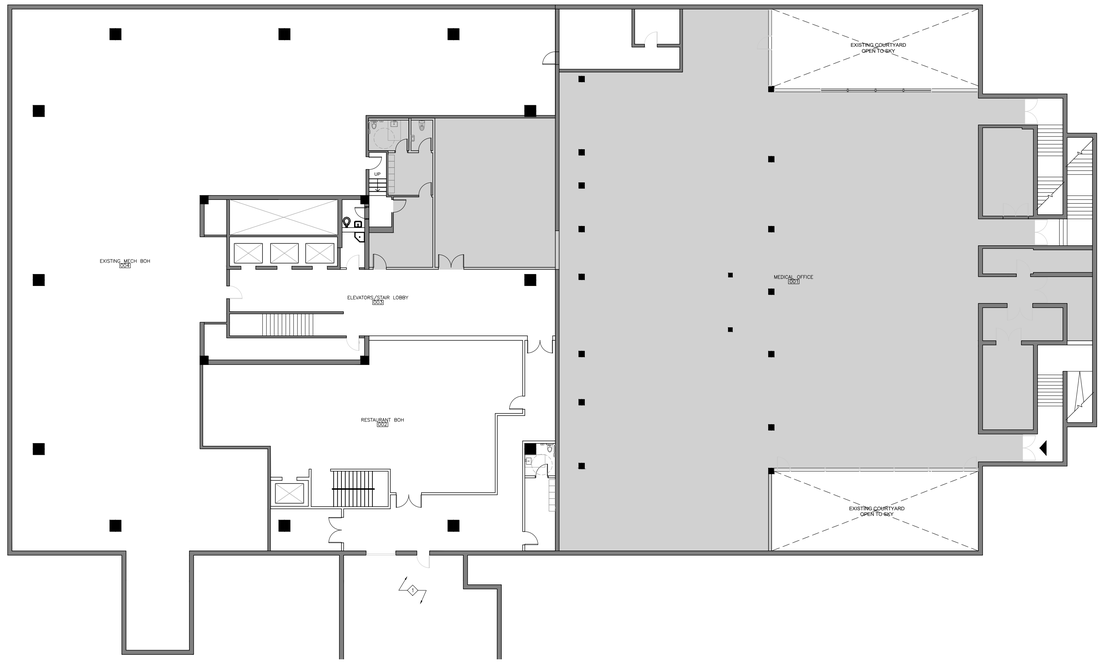
P-1 NEW PAVERS

LW1(EX) EXISTING STEP LIGHT

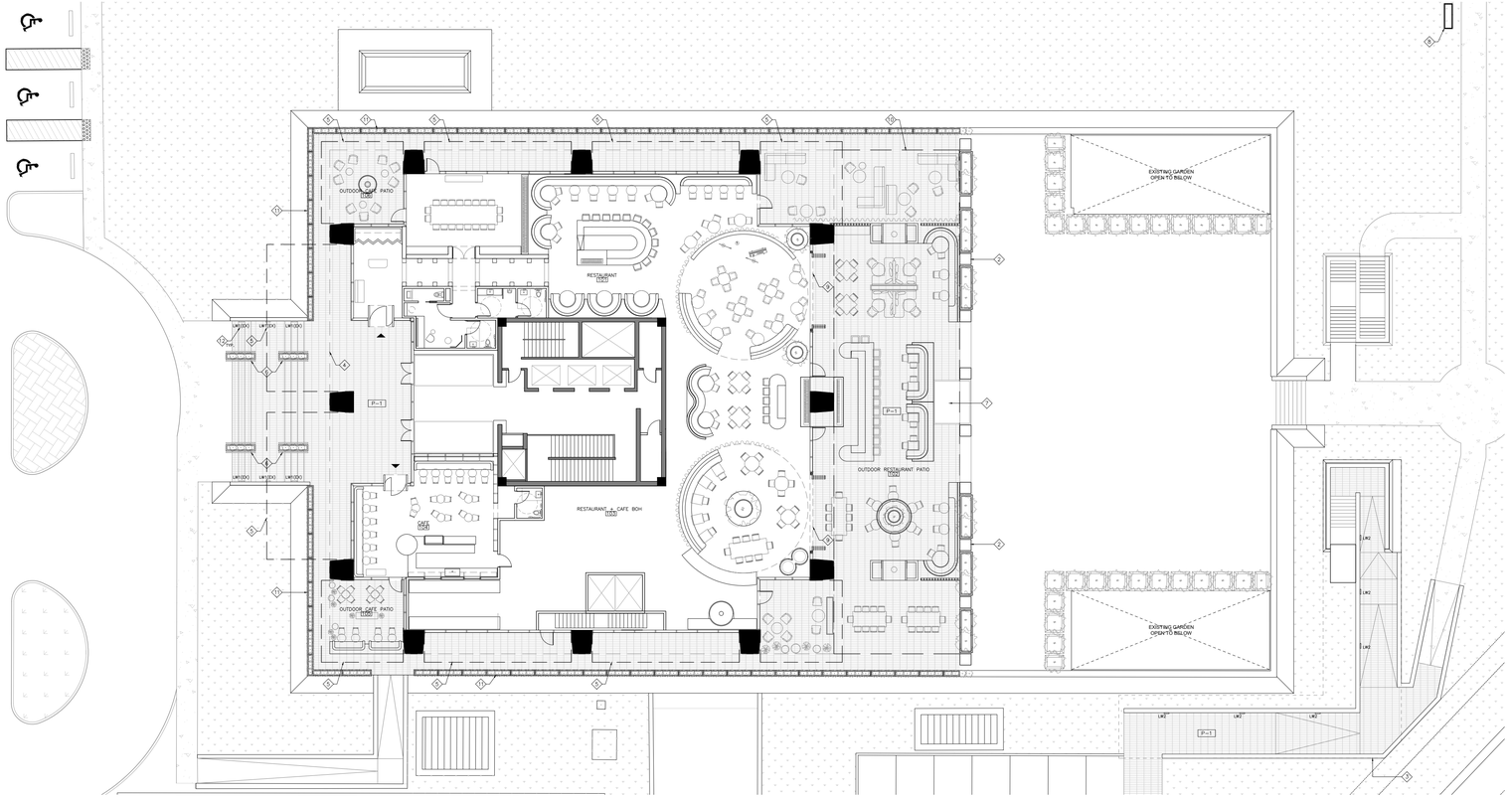
LW2 NEW LINEAR WALL RECESSED LIGHT

RESTAURANT SEAT COUNT
INTERIOR: 162 SEATS
EXTERIOR: 139 SEATS
TOTAL: 301 SEATS

CAFE SEAT COUNT
INTERIOR: 34 SEATS
EXTERIOR: 16 SEATS
TOTAL: 50 SEATS



2 1/8" = 1'-0" | Lower Level Plan



1 1/8" = 1'-0" | Ground Floor Plan

NORTH

cpc
creative project consultants
ARCHITECTURE

407.491.2133
174 West Comstock Ave., Suite 200
Winter Park, FL 32789
www.cpc-a.com
L19000243226

SHEET SIZE: ARCH D (24" x 36")

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CONSULTANT

PROJECT NAME

THE HUB
RESTAURANT AT THE PLAZA
1560 N ORANGE AVE.
WINTER PARK, FL 32789

SEAL

REVISIONS

No.	DESCRIPTION	DATE
1		2026-05-04

PROJECT NUMBER

2505

SHEET NAME

FLOOR PLANS

SHEET NUMBER

SK01

LEGEND

E-PC	EXISTING PRECAST TO REMAIN (SAND BLASTED FINISH WHERE NOTED)
E-WW	EXISTING WINDOWS TO REMAIN
WDO1	NEW WOOD CLADDING
WDO2	NEW WOOD TRELLIS
STO1	NEW STONE PLANTER
CWO1	NEW STRUCTURAL SILICONE GLAZING (4 SIDES) WITH INSULATED GLAZED UNITS. VISION + BACK-PAINTED GLASS, OPERABLES AS INDCATED
	NEW VISION GLASS
	NEW BACK-PAINTED GLASS, (SHADOW BOX)
	NEW FOLDING GLASS WALL SYSTEM WITH FRAME

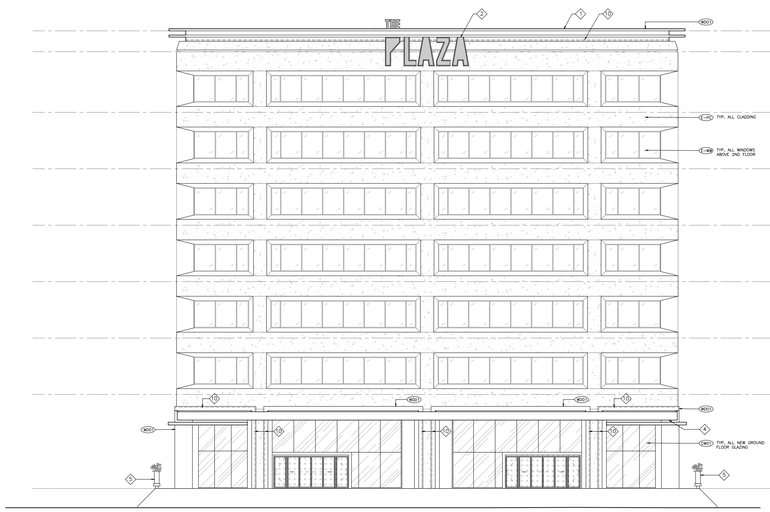
NOTES

1	CONTINUOUS PERIMETER ROOF CAP
2	NEW SIGNAGE ELEMENT, ILLUMINATED CHANNEL CUT, LETTERING
3	NEW TRELLIS (OPEN AIR) WITH DECORATIVE LIGHTING/HEATERS AND STONE PLANTER EDGE
4	NEW CANTILEVERED RETRACTABLE AWNING
5	NEW PERIMETER PLANTERS SECURED TO EXISTING PRECAST BENCH
6	NEW MEDICAL OFFICE ENTRY PATH AND PERGOLA (OPEN AIR) ABOVE
7	NEW PLANTERS WITH GUARDRAILS AND DECORATIVE LIGHTING
8	NEW CANTILEVER CANOPY
9	NEW MEDICAL OFFICE SIGNAGE
10	NEW CONCEALED LINEAR LIGHT STRIP (DECORATIVE)
11	REMOVED

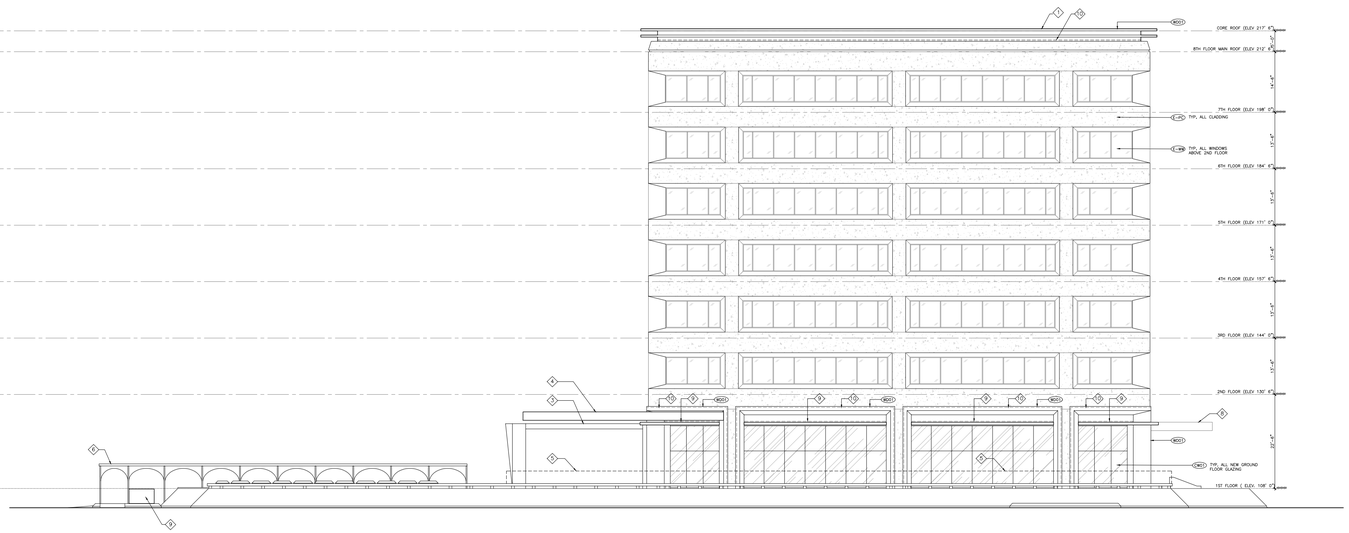
DECORATIVE LIGHTING NOTE:
ALL NEW EXTERIOR DECORATIVE LIGHTING IS INTEGRATED WITH EXISTING BUILDING ARCHITECTURE AND IS DESIGNED TO HIGHLIGHT NEW FACADE ELEMENTS WHILE MINIMIZING GLARE, HOT SPOTS, LIGHT TRESPASS AND SPILL LIGHT BEYOND THE PROPERTY LINE.



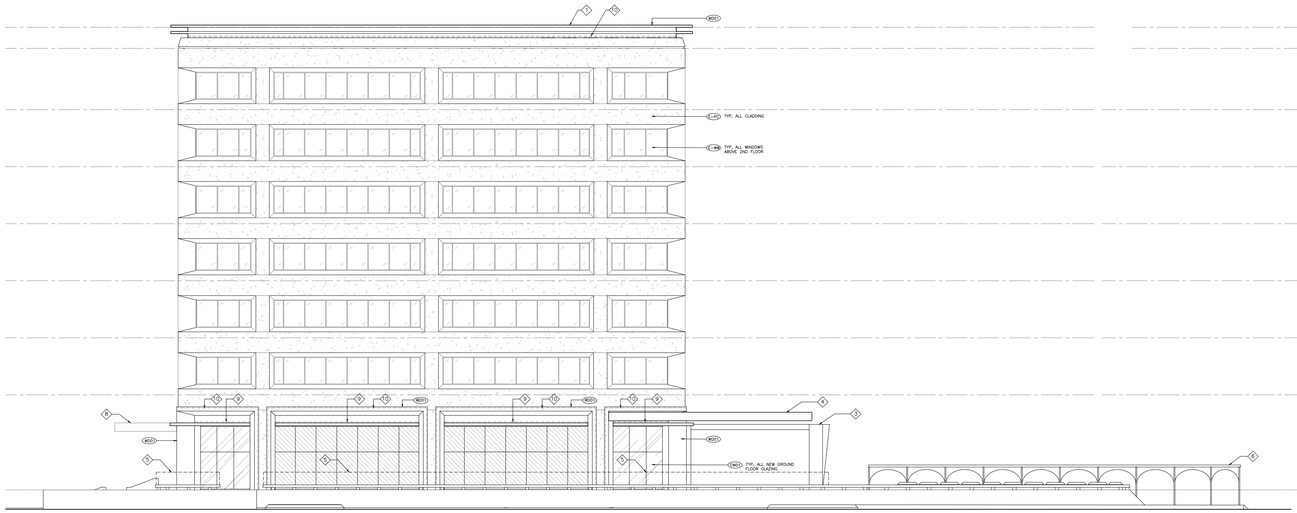
5 1/8" = 1'-0" | Elevation - North East (Patio)



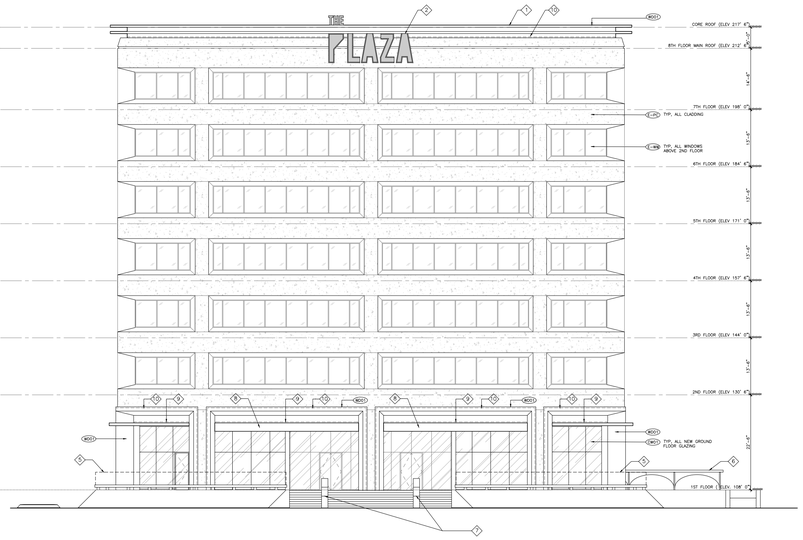
3 1/8" = 1'-0" | Elevation - North East



4 1/8" = 1'-0" | Elevation - North West



1 1/8" = 1'-0" | Elevation - South East



2 1/8" = 1'-0" | Elevation - South West

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CONSULTANT

PROJECT NAME

THE HUB
RESTAURANT AT THE PLAZA
1560 N ORANGE AVE.
WINTER PARK, FL 32789

SEAL

REVISIONS

No.	DESCRIPTION	DATE
1		2026-05-04

PROJECT NUMBER

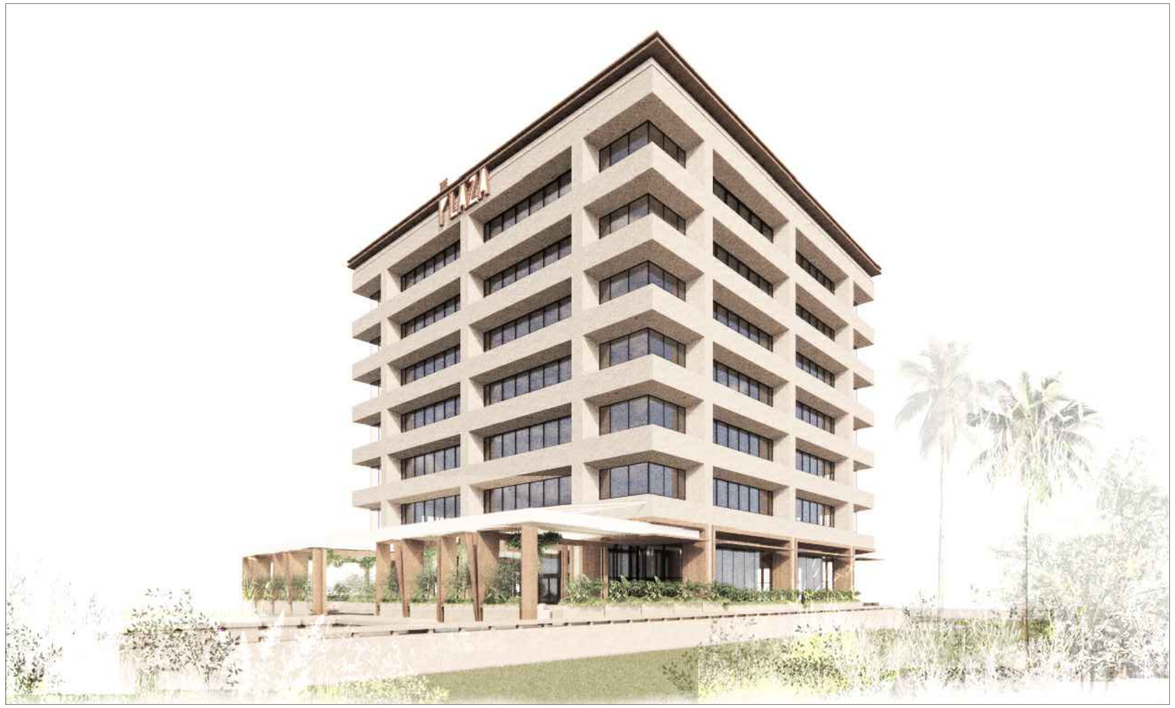
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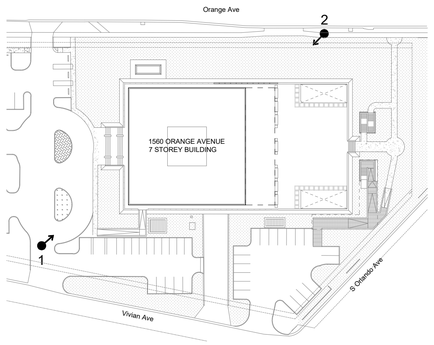
BUILDING ELEVATIONS

SHEET NUMBER

SK02



2 NTS | North View from Orange Ave



3 NTS | Key Plan



1 NTS | South View from Vivian Ave

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WINTER PARK, FL 32789

SEAL

REVISIONS

No.	DESCRIPTION	DATE
1		2026-05-04

PROJECT NUMBER

2505

SHEET NAME

BUILDING RENDERINGS

SHEET NUMBER

SK03

1560 Orange Avenue

City of Winter Park, FL

Traffic Impact Analysis

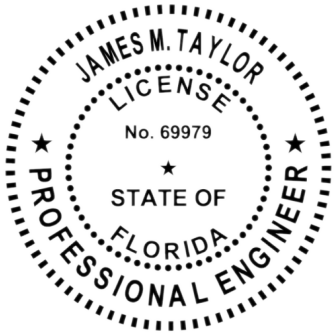
June 2026

Kimley»Horn

TRAFFIC IMPACT ANALYSIS

1560 Orange Avenue

City of Winter Park, FL



This document has been digitally signed and sealed by James M. Taylor, P.E. on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Digitally signed by James M Taylor
Date: 2026.06.07 17:05:39 -04'00'

Prepared by:

Kimley-Horn and Associates, Inc.

June 2026

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1.0 INTRODUCTION

Kimley-Horn has been retained by Demetree Global to analyze and document the traffic impacts associated with a proposed development in the City of Winter Park, Florida. The project is generally located in the southwest quadrant of the intersection of Orlando Avenue & Orange Avenue, as shown in **Figure 1**. This report has been performed based on the requirements of the City of Winter Park's Land Development Code, Article 3, Section 58-90 (k)(1).

Buildout for the proposed development is planned for 2028. The existing building on the project site is currently a 108,339 square-foot office building. The proposed development would make this building mixed-use with ±75,882 square feet of office, ±351 seats of restaurant (301 seats of fine dining and 50 seats of cafe), and ±13,367 square feet of medical office. There are two parking locations for this site:

1. Main Parking Lot – 258 Spaces
    - This lot is located on the same parcel adjacent to the existing building.
2. Lot Across Orange Avenue – 57 Spaces
    - The owner of the 1560 Orange Avenue parcel owns the lot across Orange Avenue. Access to this parking area is provided via Harmon Avenue.

Access to the 1560 Orange Avenue site will be provided via the following driveways:

- One (1) existing full access driveway on Orange Avenue
- One (1) existing right-in, right-out driveway on Orange Avenue
- Multiple driveways on Vivian Avenue
- One (1) existing full access driveway on Harmon Avenue (to access additional parking lot)

Project access locations are shown on the site plan provided in **Appendix A.**

1.1 STUDY AREA

Orange County's Concurrency Segment LOS Summary was used to review the roadway segments adjacent to the project location. The study area roadway segments include the following:

- Orange Ave from Clay Ave to Orlando Ave
- Orange Ave from Orlando Ave to Fairbanks Ave
- Orlando Ave from Orange Ave to Fairbanks Ave
- Mills Ave/Orlando Ave from Virginia Dr to Orange Ave

As stated in the methodology approved by the City of Winter Park, operational analysis at the following intersections, as shown in **Figure 1,** will be included in the analysis:

1. Orange Ave & Orlando Ave & Harmon Ave (Signal)
2. Orlando Ave & Vivian Ave (Full)
3. Orange Ave & Existing Driveway (Full)
4. Orange Ave & Existing Driveway (Right-In/Right-Out)
5. Harmon Ave & Parking Lot Driveway (Full)

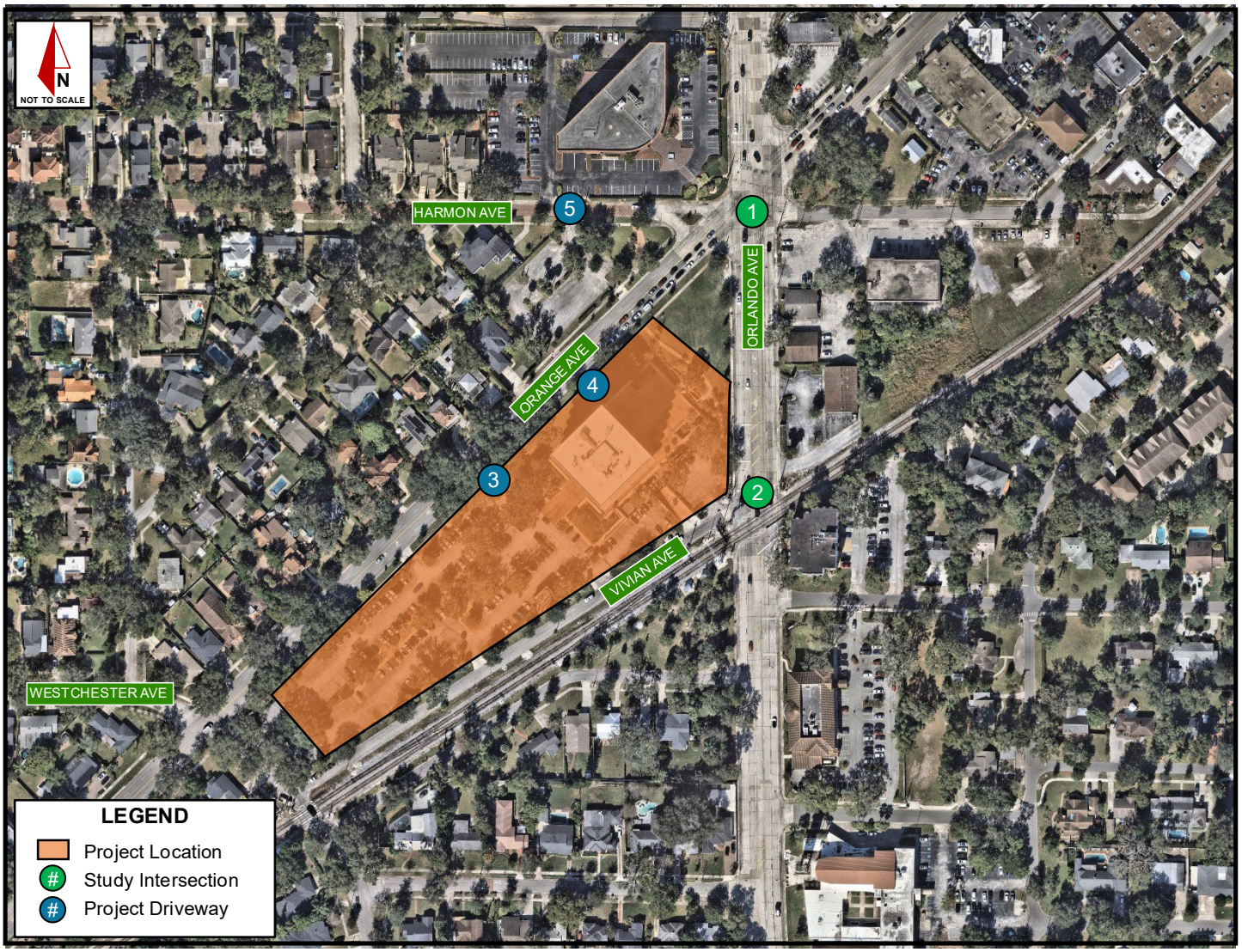


Figure 1: Project Location Map & Study Area Intersections

2.0 EXISTING ROADWAY CONDITIONS

The development is located in the southwest quadrant of Orlando Avenue (Section: 75030000), Orange Avenue (Section: 75040000), & Harmon Avenue. The posted speed at this intersection is 35 MPH. The FDOT Context Classification for Orlando Avenue & Orange Avenue is C4-Urban General. At this intersection, Orlando Avenue has an access classification of Class 6, while Orange Avenue is Class 7.

Based on the field-collected data at the intersection of Orlando Avenue & Orange Avenue, few vehicles on these roads are classified as heavy vehicles. Heavy vehicle percentages for both the northbound right and southwestbound through movements are 2% in the PM peak hour, and the heavy vehicle percentages for both the southbound and northeastbound through movements are 1% in the PM peak hour. All other approaches at this intersection had 0% heavy vehicles in the PM peak hour.

The intersection of Orlando Avenue & Orange Avenue is currently signalized, while Harmon Avenue is stop-controlled. The intersection currently operates with the following under existing conditions:

- Pedestrian facilities:
  - FDOT standard ladder-style crosswalks at both legs of Orlando Avenue
  - FDOT standard ladder-style crosswalks at both legs of Orange Avenue
  - FDOT standard ladder-style crosswalk at east leg of Harmon Ave and transverse-style crosswalk at west leg
  - Sidewalks on all approaches
- Turn Lanes:
  - 115-foot Northbound left-turn lane
  - 160-foot Southbound left-turn Lane
  - 315-foot Northeastbound left-turn Lane
  - 275-foot Southwestbound left-turn Lane

The intersection of Orlando Avenue & Vivian Avenue is currently stop-controlled, with a stop sign on the westbound approach of Vivian Avenue, which is one-way. There are also existing railroad signals on the north and southbound approaches of Orlando Avenue. The intersection currently operates with the following under existing conditions:

- Pedestrian facilities:
  - Sidewalks on the north and southbound approaches

3.0 FUTURE ROADWAY CONDITIONS

To assess future roadway conditions, the FDOT 2026-2030 Five-Year Work Program and the Orange County Accelerated Transportation Safety Program (ATSP) were reviewed. The following planned projects and improvements near the study area were identified:

- SR 527 from Clay Ave to S Orlando Ave: Safety Project (445691-1)
- SR 527/CR 527/SR 426 from North of Rollins St to Clay Ave: Pavement Only Resurface - Flex (452638-1)
- Clay St from W Fairbanks Ave to E Par St: Lighting (Orange County ATSP)

Because the listed projects do not change roadway capacity or geometry, they will not affect traffic operations at the study intersections and were excluded from the analysis.

4.0 EXISTING TRAFFIC CONDITIONS

4.1 EXISTING TRAFFIC COUNTS

Turning movement counts (TMCs) were collected on Tuesday, May 19, 2026 during the PM peak period (4:00 PM to 6:00 PM) at the following locations:

1. Orange Ave & Orlando Ave & Harmon Ave
2. Orlando Ave & Vivian Ave
3. Orange Ave & Existing Driveway (Full)

Raw TMC data is provided in **Appendix B**.

The counts were adjusted using 2025 seasonal factor data from Florida Department of Transportation's (FDOT) Florida Traffic Online (FTO) database. Relevant peak season conversion factor data is provided in **Appendix C**.

Turning movement volume development worksheets, which include adjusted existing (2026) turning movement volumes, are provided in **Appendix D.**

4.2 EXISTING INTERSECTION CONDITIONS

Intersection operational analyses were performed for existing (2026) conditions for the PM peak hour using procedures outlined in the *Highway Capacity Manual, 7th Edition* (HCM 7) with Synchro (v12) software procedures.

Signal timings for the intersection of Orange Avenue & Orlando Avenue & Harmon Avenue were provided by FDOT and incorporated into the operational analysis. The signal timing information is provided in **Appendix E**.

The intersection level of service (LOS) and maximum volume-to-capacity (v/c) ratios for existing conditions during the PM peak hour are provided in **Table 1**. Synchro outputs are provided in **Appendix F**. **Figure 2** illustrates turning movement volumes for existing conditions at the study intersections.

All movements across the study intersections operate with movement volume-to-capacity (v/c) ratios under one (1.0) during the existing PM peak hour. However, deficient levels of service (LOS) were identified for the following approaches:

1. Orange Ave & Orlando Ave & Harmon Ave
   - Northeastbound Approach – LOS F
   - Southwestbound Approach – LOS F

Table 1: Existing (2026) Intersection Conditions (PM Peak Hour)

Existing Condition - 2026						
Intersection		Control Type	Approach	PM Peak Hour		
				Level of Service (overall delay)	Max V/C Movement	Max V/C Ratio
1	Orange Ave & Orlando Ave & Harmon Ave	Signalized	EB	A	EBR	0.01
			NB	D	NBT	0.48
			SB	D	SBL	0.83
			NEB	F	NEBT	0.92
			SWB	F	SWBL	0.75
			Overall	**E (64.8 s)**	**NEBT**	**0.92**
2	Orlando Ave & Vivian Ave	Unsignalized (TWSC)	EB	B	EBR	0.01
			WB	E	WBL/T/R	0.02
			NB(L)	B	NBL	0.01
			SB(L)	-	-	-
			Overall	**A (0.1 s)**	**WBL/T/R**	**0.02**
3	Orange Ave & Driveway #1	Unsignalized (TWSC)	EB(L)	-	-	-
			WB(L)	A	WBL	0.00
			NB	C	NBL/R	0.04
			Overall	**A (0.2 s)**	**NBL/R**	**0.04**
4	Orange Ave & Driveway #2	Unsignalized (TWSC)	EB(L)	-	-	-
			WB(L)	-	-	-
			NB	B	NBR	0.02
			Overall	**A (0.1 s)**	**NBR**	**0.02**

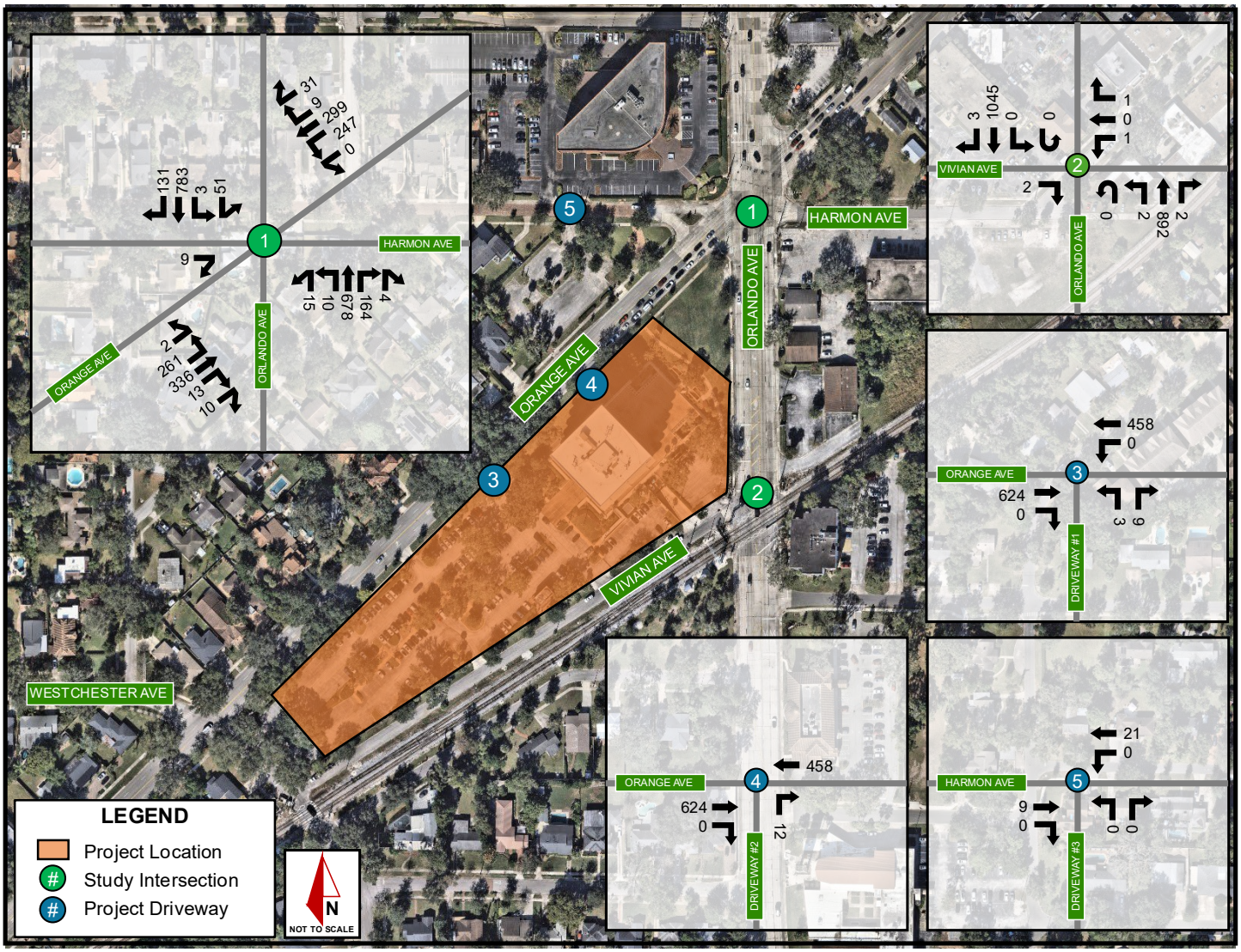


Figure 2: Existing (2026) Intersection Volumes

5.0 DEVELOPMENT TRAFFIC

The proposed development would make this building mixed-use, with ±75,882 square feet of office, ±351 seats of restaurant (301 seats of fine dining and 50 seats of cafe), and ±13,367 square feet of medical office. Buildout of the project is anticipated in year 2028. The latest industry standards were referenced to determine the new external trips to be generated by the site at buildout. The latest adopted regional travel demand model was used to forecast the distribution of trips throughout the study area.

5.1 TRIP GENERATION

Trip generation rates for the proposed development at buildout were calculated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 12th Edition. The following land use codes (LUC) were used for the proposed development:

- LUC 710 – General Office Building
- LUC 931 – Fine Dining Restaurant
- LUC 720 – Medical-Dental Office Building.

Excerpts from the ITE Trip Generation Manual are provided in **Appendix G**.

At the request of City of Winter Park staff, no pass-by reduction was applied for the proposed Fine Dining land use.

The proposed development is anticipated to generate approximately 1,175 daily trips, 67 AM peak hour trips (10 inbound / 57 outbound), and 123 PM peak hour trips (83 inbound / 40 outbound). **Table 2** provides the daily, AM, and PM peak hour trip generation summaries for the project.

Table 2: Trip Generation Summary

Existing Land Use											
Daily	**Land Use**	**ITE LUC**	**Size**	**Units**	**ITE Trip Generation Equation [1]**	**Daily Trip Generation**					
						Total	**In[1]**		**Out[1]**		
	General Office Building	710	**108.339**	KSF	T = 6.18 * X + 207.96	877	*50%*	439	*50%*	438	
	Total Generated Trips					**877**	**439**		**438**		
AM Peak	**Land Use**	**ITE LUC**	**Size**	**Units**	**ITE Trip Generation Equation [1]**	**AM Peak Hour Trip Generation**					
						Total	**In[1]**		**Out[1]**		
	General Office Building	710	**108.339**	KSF	T = 1.12 * X + 19.95	141	*88%*	124	*12%*	17	
	Total Generated Trips					**141**	**124**		**17**		
PM Peak	**Land Use**	**ITE LUC**	**Size**	**Units**	**ITE Trip Generation Equation [1]**	**PM Peak Hour Trip Generation**					
						Total	**In[1]**		**Out[1]**		
	General Office Building	710	**108.339**	KSF	T = 0.99 * X + 31.14	138	*17%*	23	*83%*	115	
	Total Generated Trips					**138**	**23**		**115**		

Proposed Redevelopment											
Daily	**Land Use**	**ITE LUC**	**Size**	**Units**	**ITE Trip Generation Equation [1]**	**Daily Trip Generation**					
						Total	**In[1]**		**Out[1]**		
	General Office Building	710	**75.882**	KSF	T = 6.18 * X + 207.96	677	*50%*	339	*50%*	338	
	Fine Dining Restaurant[2]	931	**351**	Seats	T = (0.33 * X) / 0.09	1,287	*50%*	644	*50%*	643	
	Medical-Dental Office Building	720	**13.367**	KSF	T = 40.60 * X - 75.15	468	*50%*	234	*50%*	234	
	Total Generated Trips					**2,432**	**1,217**		**1,215**		
	Internal Capture[3] =	15.6%	(see attached capture matrices)			380	190		190		
	Net External Trips					**2,052**	**1,027**		**1,025**		
AM Peak	**Land Use**	**ITE LUC**	**Size**	**Units**	**ITE Trip Generation Equation [1]**	**AM Peak Hour Trip Generation**					
						Total	**In[1]**		**Out[1]**		
	General Office Building	710	**75.882**	KSF	T = 1.12 * X + 19.95	105	*88%*	92	*12%*	13	
	Fine Dining Restaurant[2]	931	**351**	Seats	T = 0.33 * X	116	*33%*	38	*67%*	78	
	Medical-Dental Office Building	720	**13.367**	KSF	ln (T) = 0.90 * ln (x) +1.33	39	*78%*	30	*22%*	9	
	Total Generated Trips					**260**	**160**		**100**		
	Internal Capture[3] =	20.0%	(see attached capture matrices)			52	26		26		
	Net External Trips					**208**	**134**		**74**		
PM Peak	**Land Use**	**ITE LUC**	**Size**	**Units**	**ITE Trip Generation Equation [1]**	**PM Peak Hour Trip Generation**					
						Total	**In[1]**		**Out[1]**		
	General Office Building	710	**75.882**	KSF	T = 0.99 * X + 31.14	106	*16%*	17	*84%*	89	
	Fine Dining Restaurant[2]	931	**351**	Seats	T = 0.33 * X	116	*67%*	78	*33%*	38	
	Medical-Dental Office Building	720	**13.367**	KSF	T = 3.77 * X - 5.75	45	*30%*	14	*70%*	31	
	Total Generated Trips					**267**	**109**		**158**		
	Internal Capture[3] =	2.2%	(see attached capture matrices)			6	3		3		
	Net External Trips					**261**	**106**		**155**		

Difference of Trips (Proposed - Existing)			
Daily Net Trips	**1,175**	**588**	**587**
AM Peak Net Trips	**67**	**10**	**57**
PM Peak Net Trips	**123**	**83**	**40**

Notes: [1] *Vehicle trip rate and directional splits per ITE Trip Generation, 12th Edition.*

[2] *LUC 931 (Fine Dining Restaurant) does not provide a Daily and AM peak hour rate based on seats. The Daily rate was determined by multiplying the PM peak hour rate by 10 and having a 50/50 directional split. The AM peak hour rate utlized the same rate as the PM peak hour but the directional splits were switched.*

[3] *Internal Capture based on ITE Trip Generation Handbook, 3rd Edition, Internal Capture Reduction Calculation Spreadsheet.*

5.2 TRIP DISTRIBUTION

Projected traffic demand of project trips on study roadways was derived with the use of the latest adopted regional travel demand model. Land use data for the project was entered into a new traffic analysis zone (TAZ) within the District 5 Regional Planning Model (CFRPMv7) model set and situated within the existing roadway network. The model was used to assign trips for all trip purposes between allocated origin and destination pairs using project buildout year model data. Trip distribution for the project was extracted from the completed model assignment and reviewed for logic based on engineering judgment. The resulting model plot showing percentage of daily project distribution is provided in **Appendix H**.

Daily model project distribution was referenced to manually assign project distribution at study area intersections in general accordance with the model output. **Figure 3** shows the project trip distribution for the proposed development within the study area. The distribution was provided to City Staff as part of the methodology correspondence, and no comments were received.

5.3 TRIP ASSIGNMENT

Project trip distribution percentages were used to assign anticipated project trips to the study area roadways and intersections. **Figure 4** shows the project assignment generated by the proposed development within the study area.

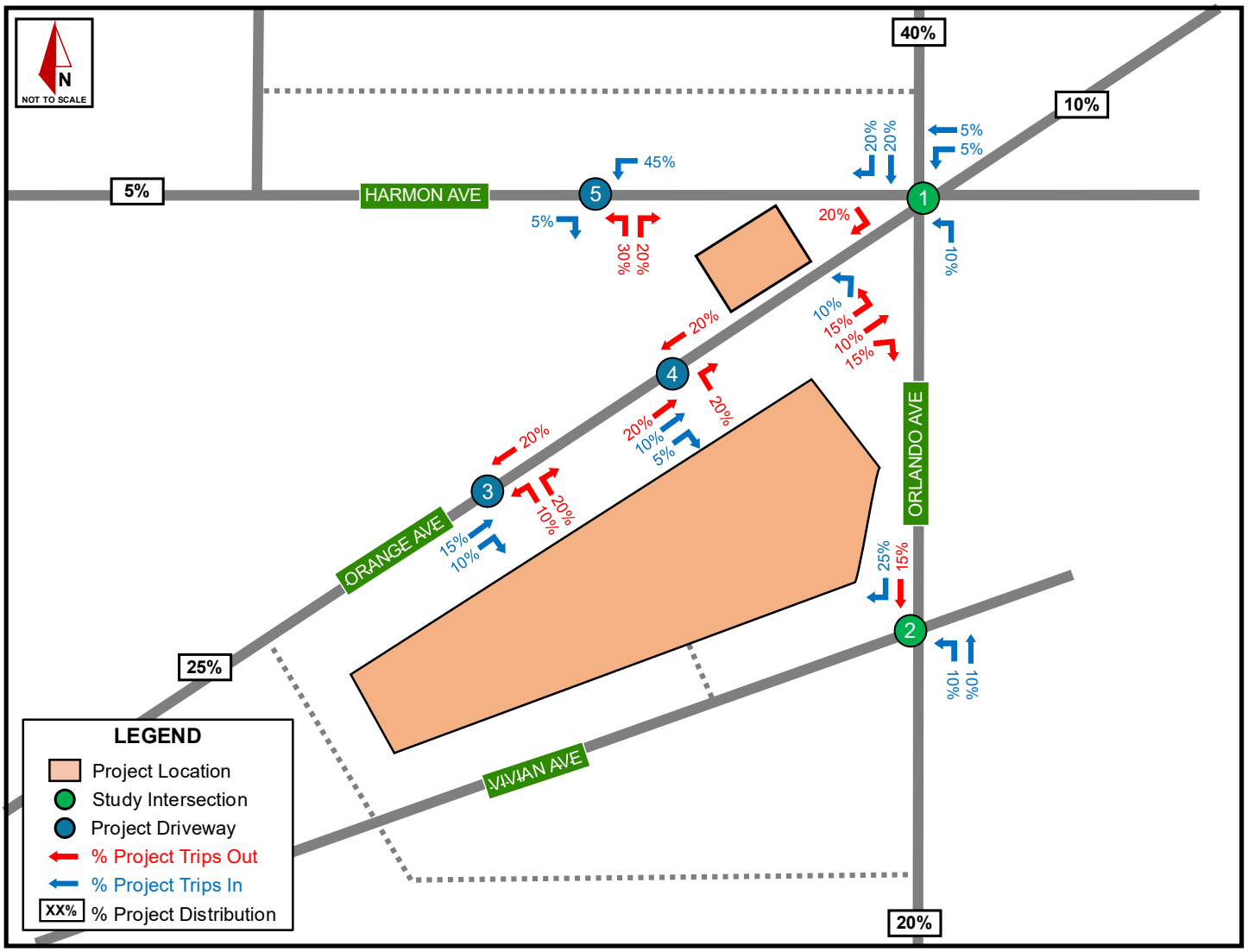


Figure 3: Project Trip Distribution

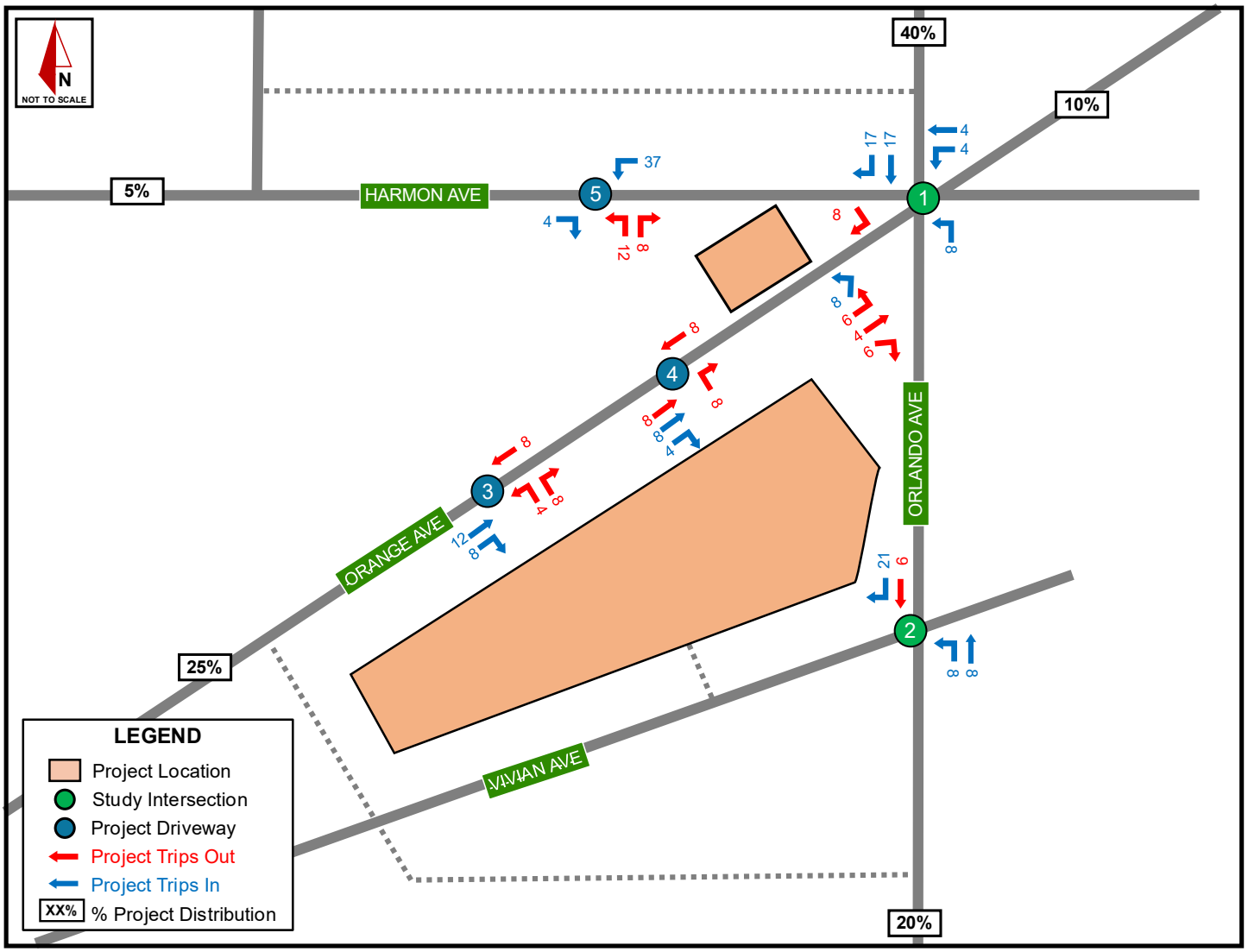


Figure 4: Project Trip Assignment

6.0 BACKGROUND CONDITIONS ANALYSIS – YEAR 2028

6.1 BACKGROUND TRAFFIC

Traffic conditions were evaluated for Year 2028 background conditions without the impact of project trips on the roadway network. An adjusted 1.0% growth rate was applied to the existing traffic volumes and segment analysis. This growth rate was calculated by using 10-year AADT data provided by FDOT's Florida Traffic Online (FTO) Database and taking the weighted average of four (4) road segment growth rates at the intersection of Orlando Avenue & Orange Avenue.

Background growth is shown in the intersection turning movement volume development worksheets provided in **Appendix D.**

6.2 BACKGROUND INTERSECTION ANALYSIS

Intersection operational analyses were performed for background (2028) conditions for the PM peak hour using procedures outlined in the *Highway Capacity Manual, 7th Edition* (HCM 7) with Synchro (v12) software. **Figure 5** illustrates turning movement volumes for background conditions at the study intersections. Intersection level of service (LOS) and maximum volume-to-capacity (v/c) ratios for background conditions during the PM peak hour are provided in **Table 3**. Synchro outputs are provided in **Appendix F**.

As shown in **Table 3**, the study intersections continue to operate with volume-to-capacity (v/c) ratios less than one (1.0) during the PM peak hour. However, deficient levels of service (LOS) continue at the following existing deficient approaches:

1. Orange Ave & Orlando Ave & Harmon Ave
    - Northeastbound Approach – LOS F
    - Southwestbound Approach – LOS F

All other movements across study intersections are anticipated to operate efficiently under background (2028) conditions in the PM peak hour.

Table 3: Background (2028) Intersection Conditions (PM Peak Hour)

Background Condition - 2028						
Intersection		Control Type	Approach	PM Peak Hour		
				Level of Service (overall delay)	Max V/C Movement	Max V/C Ratio
1	Orange Ave & Orlando Ave & Harmon Ave	Signalized	EB	A	EBR	0.01
			NB	D	NBT	0.49
			SB	D	SBL	0.85
			NEB	F	NEBT	0.92
			SWB	F	SWBL	0.75
			Overall	**E (65.3 s)**	**NEBT**	**0.92**
2	Orlando Ave & Vivian Ave	Unsignalized (TWSC)	EB	B	EBR	0.01
			WB	E	WBL/T/R	0.03
			NB(L)	B	NBL	0.01
			SB(L)	-	-	-
			Overall	**A (0.1 s)**	**WBL/T/R**	**0.03**
3	Orange Ave & Driveway #1	Unsignalized (TWSC)	EB(L)	-	-	-
			WB(L)	A	WBL	0.00
			NB	C	NBL/R	0.04
			Overall	**A (0.2 s)**	**NBL/R**	**0.04**
4	Orange Ave & Driveway #2	Unsignalized (TWSC)	EB(L)	-	-	-
			WB(L)	-	-	-
			NB	B	NBR	0.02
			Overall	**A (0.1 s)**	**NBR**	**0.02**

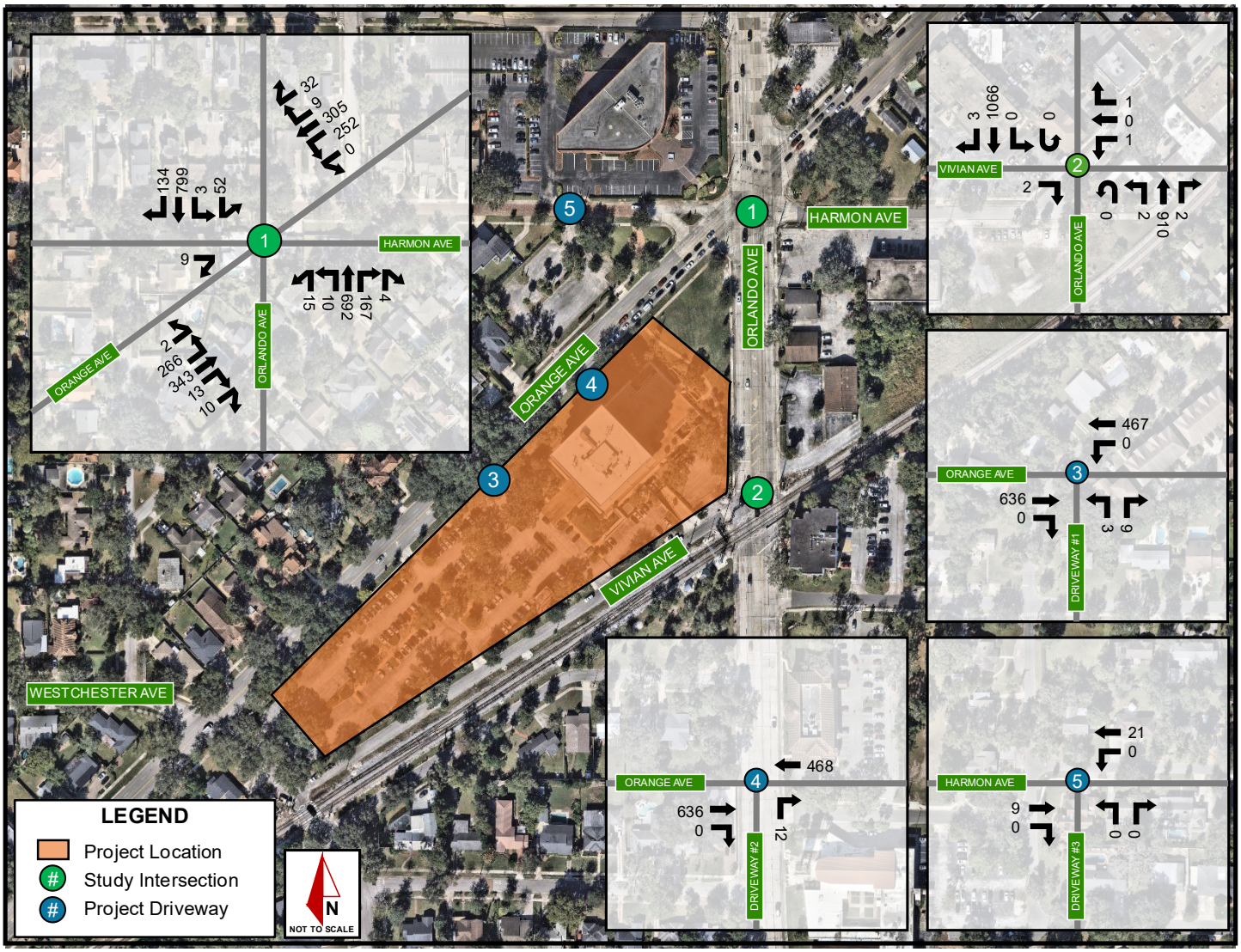


Figure 5: Background (2028) Intersection Volumes

7.0 FUTURE CONDITIONS ANALYSIS – YEAR 2028

7.1 FUTURE TRAFFIC

Future traffic conditions for the proposed development were evaluated for year 2028 buildout conditions. Buildout volumes were developed by adding anticipated project trips to year 2028 background volumes. Intersection turning movement volume development worksheets for all intersections are provided in **Appendix D.**

7.2 FUTURE INTERSECTION ANALYSIS

Intersection operational analyses were performed for buildout (2028) conditions for the PM peak hour using procedures outlined in the *Highway Capacity Manual, 7th Edition* (HCM 7) with Synchro (v12) software.

Figure 6 illustrates turning movement volumes for buildout conditions at the study intersections. Intersection level of service (LOS) and maximum volume-to-capacity (v/c) ratios for buildout conditions during the PM peak hour are provided in **Table 4**. Synchro outputs are provided in **Appendix F**.

As shown in **Table 4**, the study intersections are anticipated to operate similarly to existing and background operations. The following approaches operate with a deficient level of service (LOS) under existing, background, and buildout conditions:

1. Orange Ave & Orlando Ave & Harmon Ave
- Northeastbound Approach – LOS F
- Southwestbound Approach – LOS F

No new deficiencies were identified at the study intersections as a result of project traffic.

Table 4: Buildout (2028) Intersection Conditions (PM Peak Hour)

Buildout Condition - 2028						
Intersection		Control Type	Approach	PM Peak Hour		
				Level of Service (overall delay)	Max V/C Movement	Max V/C Ratio
1	Orange Ave & Orlando Ave & Harmon Ave	Signalized	EB	A	EBR	0.02
			NB	D	NBL	0.51
			SB	D	SBL	0.85
			NEB	F	NEBT	0.93
			SWB	F	SWBL	0.75
			Overall	**E (66.1 s)**	**NEBT**	**0.93**
2	Orlando Ave & Vivian Ave	Unsignalized (TWSC)	EB	B	EBR	0.01
			WB	E	WBL/T/R	0.03
			NB(L)	B	NBL	0.02
			SB(L)	-	-	-
			Overall	**A (0.3 s)**	**WBL/T/R**	**0.03**
3	Orange Ave & Driveway #1	Unsignalized (TWSC)	EB(L)	-	-	-
			WB(L)	A	WBL	0.00
			NB	C	NBL/R	0.08
			Overall	**A (0.4 s)**	**NBL/R**	**0.08**
4	Orange Ave & Driveway #2	Unsignalized (TWSC)	EB(L)	-	-	-
			WB(L)	-	-	-
			NB	B	NBR	0.03
			Overall	**A (0.2 s)**	**NBR**	**0.03**
5	Harmon Ave & Driveway #3	Unsignalized (TWSC)	EB(L)	-	-	-
			WB(L)	A	WBL	0.02
			NB	A	NBL/R	0.02
			Overall	**A (4.9 s)**	**WBL**	**0.02**

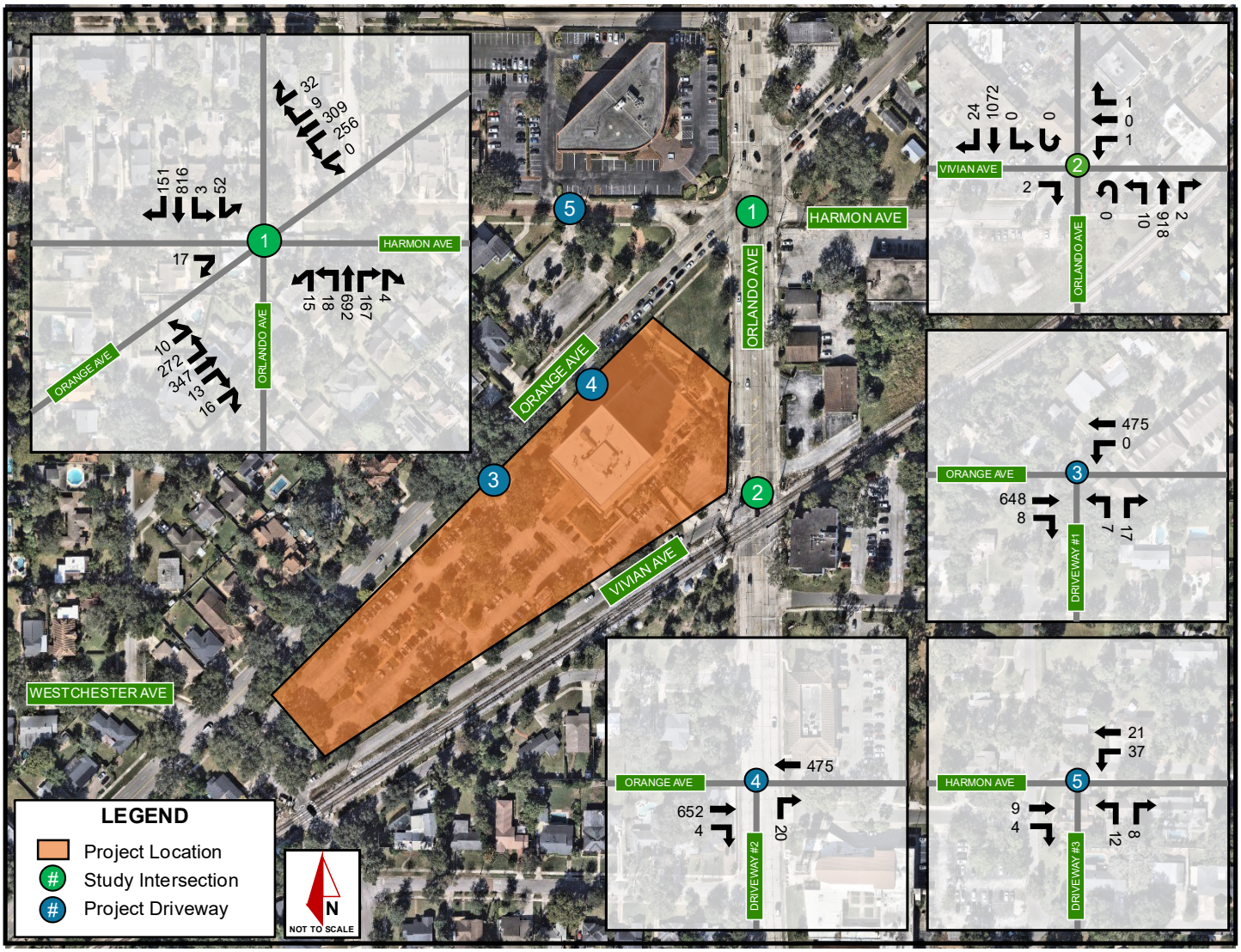


Figure 6: Buildout (2028) Intersection Volumes

8.0 ROAD SEGMENT ANALYSIS

A PM peak hour roadway segment analysis was performed for segments adjacent to the project to determine existing, background, and buildout conditions. The following roadway segments were analyzed:

- Orange Ave from Clay Ave to Orlando Ave
- Orange Ave from Orlando Ave to Fairbanks Ave
- Orlando Ave from Orange Ave to Fairbanks Ave
- Mills Ave/Orlando Ave from Virginia Dr to Orange Ave

Existing volumes for the roadway segment listed above were referenced from the latest Orange County Concurrency Segment LOS Summary, included in **Appendix I**. Consistent with the intersection operational analysis, background (2028) peak hour volumes were derived by adding a 1.0% annual growth to existing (2026) volumes over two years. Buildout (2028) peak hour volumes were determined by applying project traffic to background (2028) directional peak hour volumes. The projected traffic volumes on the study roadway segments were compared to the adopted peak hour, peak direction service volume. The existing PM roadway segment analysis is detailed in **Table 5**. The background PM roadway segment analysis is detailed in **Table 6**. The total buildout PM roadway segment analysis is detailed in **Table 7**.

While both segments of Orange Avenue are expected to operate at acceptable levels of service under existing, background, and buildout conditions, the segments on Orlando Avenue and Mills Avenue/Orlando Avenue currently exceed capacity based on 2026 PM peak hour volumes.

No new roadway segment deficiencies were identified as a result of the proposed development.

Table 5: Existing Conditions PM Peak Hour Roadway Segment Analysis

Roadway		Roadway Attributes [1]				Peak Hour Directional Capacity [2]	Existing PM Peak Traffic Conditions		
From	To	Capacity Group	Area Type	Min LOS	Number of Lanes		Peak Direction	Volume [3]	V/C Ratio
Orange Ave									
Clay Ave	Orlando Ave	Class II	U	E	2*	1,190	NB	773	0.65
Orlando Ave	Fairbanks Ave	Class II	U	E	4	1,700	SB	833	0.49
Orlando Ave									
Orange Ave	Fairbanks Ave	Class II	U	E	4	1,700	SB	1,768	1.04
Mills Ave / Orlando Ave									
Virginia Dr	Orange Ave	Class II	U	E	4	1,700	NB	1,976	1.16

Notes:

1. The roadway attributes were obtained from the latest OCCMS Roadway LOS Report 2026.

2. Peak hour directional service capacities were determined using the sources listed in Note 1.

3. Existing PM peak traffic volumes determined from source listed in Note 1.

**Number of lanes updated to reflect recent lane repurposings not included in OCCMS Roadway LOS Report. Peak hour directional capacity was determined from the FDOT 2023 Q/LOS Handbook .*

Table 6: Background Conditions PM Peak Hour Roadway Segment Analysis

Roadway		Peak Hour Directional Capacity [1]	Existing PM Peak Traffic Conditions		Applied Growth Rate (2026 - 2028)[2]	2028 Background PM Peak Hour Traffic Conditions	
From	To		Peak Direction	Volume		Volume[3]	V/C Ratio
Orange Ave							
Clay Ave	Orlando Ave	1,190	NB	773	1.0%	788	0.66
Orlando Ave	Fairbanks Ave	1,700	SB	833	1.0%	850	0.50
Orlando Ave							
Orange Ave	Fairbanks Ave	1,700	SB	1,768	1.0%	1,803	1.06
Mills Ave / Orlando Ave							
Virginia Dr	Orange Ave	1,700	NB	1,976	1.0%	2,016	1.19

Notes:

1. Peak hour directional service capacities were obtained from the latest OCCMS Roadway LOS Report 2026 and FDOT 2023 Q/LOS Handbook.

2. A 1.0% growth rate was applied, as agreed upon with the City of Winter Park.

3. Future non-project traffic volumes are the summation of existing peak PM volumes and background growth.

Table 7: Buildout Conditions PM Peak Hour Roadway Segment Analysis

Roadway		Peak Hour Directional Capacity [1]	2028 Background PM Peak Hour Traffic Conditions	PM Peak Hour Project Traffic		2028 Buildout PM Peak Traffic Conditions	
From	To		Volume	Assign[2]	Project Trips	Volumes[3]	V/C Ratio
Orange Ave							
Clay Ave	Orlando Ave	1,190	788	25%	31	819	0.69
Orlando Ave	Fairbanks Ave	1,700	850	10%	12	862	0.51
Orlando Ave							
Orange Ave	Fairbanks Ave	1,700	1,803	40%	49	1,852	1.09
Mills Ave / Orlando Ave							
Virginia Dr	Orange Ave	1,700	2,016	20%	25	2,041	1.20

Notes:

1. Peak hour directional service capacities were obtained from the latest OCCMS Roadway LOS Report 2026 and FDOT 2023 Q/LOS Handbook.

2. The percent project traffic assignment was calculated as the maximum across the segment.

3. The buildout project traffic volumes are the summation of background traffic and project traffic.

9.0 SITE OPERATIONS AND CONSIDERATIONS

9.1 USE OF PARKING LOT ACROSS ORANGE AVENUE

In addition to the main parking lot, which provides 258 spaces and is adjacent to the project building, the owner of the 1560 Orange Avenue parcel owns the lot across Orange Avenue. This parking lot is accessed via Harmon Avenue and provides 57 additional spaces, which will be used by the employees of the proposed restaurant at 1560 Orange Avenue. Meanwhile, restaurant patrons will be directed to use the on-site parking lot. The applicant will coordinate with the City on potential signage in each parking lot.

9.2 CROSSING ORANGE AVENUE FOR SECONDARY PARKING

Employees may cross Orange Avenue via the existing signalized crosswalk at the traffic signal of Orange Avenue & Orlando Avenue. After traveling north on this crosswalk, users would travel southwest on the unsignalized crosswalk on Harmon Avenue towards the employee parking lot. There are existing sidewalks on each of these approaches connecting the parking lots and crosswalks.

9.3 VALET OPERATION

Valet will operate as needed in the primary parking lot during peak periods. Rideshare can occur at the drop off area at the building's south entrance, as shown on site plan. Loading and delivery activities are not anticipated to conflict with valet or rideshare operations, as there is a dedicated loading zone and entrance off Vivian Avenue on the building's east side.

10.0 CONCLUSION

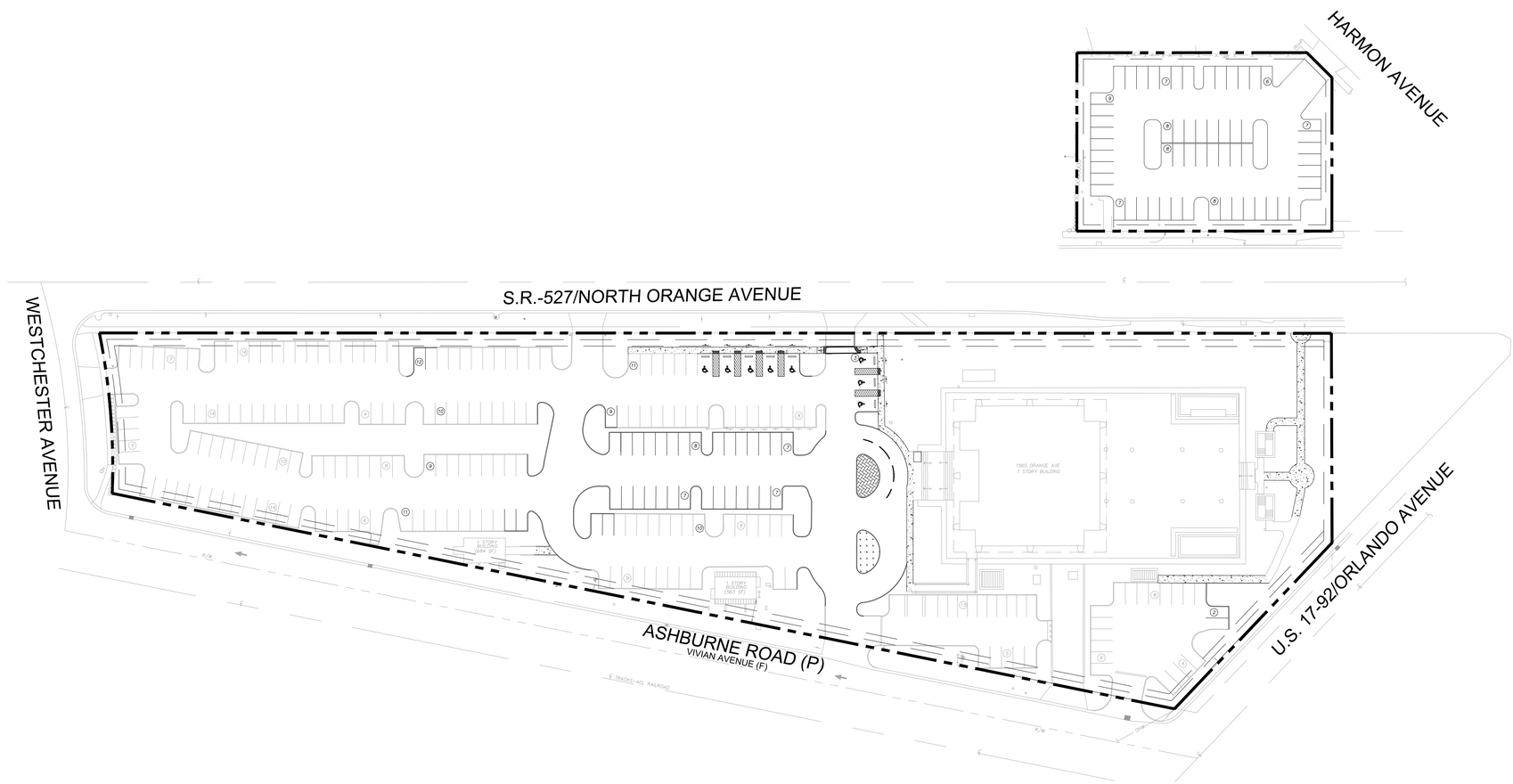
This analysis was performed to analyze the traffic impacts associated with the proposed development at the 1560 Orange Avenue building in the City of Winter Park, Florida. The project is generally located in the southwest quadrant of the intersection of Orlando Avenue & Orange Avenue. The proposed redevelopment would make this building mixed-use, with ±75,882 square feet of office, ±351 seats of restaurant (301 seats of fine dining and 50 seats of cafe), and ±13,367 square feet of medical office. Buildout of the project is anticipated in year 2028.

The proposed development is anticipated to generate approximately 1,175 daily trips, 67 AM peak hour trips (10 inbound / 57 outbound), and 123 PM peak hour trips (83 inbound / 40 outbound) based upon trip generation potential developed using ITE's *Trip Generation Manual, 12th Edition*. Project trips were distributed onto the surrounding existing roadway network using the latest adopted regional travel demand model with manual adjustments to account for trips traveling to and from the nearby residential development, as agreed upon with City of Winter Park staff.

A roadway segment analysis was performed on four segments along Orange Avenue and Orlando Avenue adjacent to the project site. While both segments of Orange Avenue are expected to operate at acceptable levels of service under existing, background, and buildout conditions, the segments on Orlando Avenue and Mills Avenue/Orlando Avenue currently exceed capacity based on 2026 PM peak hour volumes. Therefore, no new roadway segment deficiencies were identified as a result of the proposed development.

Operational analyses of existing, background, and buildout conditions were performed at intersections and driveways within the study area. Two approaches at the intersection of Orange Ave & Orlando Ave & Harmon Ave currently operate at LOS F under existing 2026 conditions. This failing LOS persists under background and buildout scenarios and is not due to new project trips. The remainder of movements across all intersections are anticipated to operate efficiently under buildout (2028) conditions in the PM peak hour. Therefore, no new operational deficiencies were identified as a result of the proposed development.

APPENDIX A
Site Plan



GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

LEGEND

- PROPERTY BOUNDARY
- BUILDING SETBACK
- PARKING SETBACK
- PROPOSED CONCRETE SIDEWALK
- (5) PROPOSED PARKING COUNT NUMBER
- (9) EXISTING PARKING COUNT NUMBER

SITE DATA

TOTAL SITE AREA:	±5.32 AC (±231,739 SQFT)
PARCEL "A"	±4.67 AC (±203,425 SQFT)
PARCEL "B"	±0.65 AC (±28,314 SQFT)
PARCEL "A" ID:	12-22-29-6432-08-010
PARCEL "B" IDS:	12-22-29-6432-07-010 12-22-29-6432-07-030 12-22-29-6432-07-040
FUTURE LAND USE:	OFFICE PROFESSIONAL/SINGLE FAMILY
EXISTING ZONING:	O-1/R-3
EXISTING USE:	OFFICE/PARKING LOT
PROPOSED USE:	OFFICE/RESTAURANT/ MEDICAL OFFICE/PARKING LOT
EXISTING BUILDING HEIGHT:	7 STORIES
EXISTING TOTAL BUILDING AREA:	108,339 SQFT
PROPOSED TOTAL BUILDING AREA:	108,339 SQFT
OFFICE	78,022 SQFT
RESTAURANT	16,611 SQFT
MEDICAL OFFICE	13,706 SQFT
MAXIMUM ALLOWED IMPERVIOUS:	85% OF PROJECT TOTAL AREA
EXISTING PERVIOUS AREA:	1.74 AC (32.7% OF PROJECT TOTAL)
EXISTING IMPERVIOUS AREA:	3.58 AC (67.3% OF PROJECT TOTAL)
PROPOSED PERVIOUS AREA:	1.65 AC (31.0% OF PROJECT TOTAL)
PROPOSED IMPERVIOUS AREA:	3.67 AC (69.0% OF PROJECT TOTAL)

DIMENSION REGULATIONS

*(PER CITY OF WINTER PARK LDC CH. 58, ART. III, SEC. 58-72)

		REQUIRED	PROVIDED
BUILDING SETBACKS:			
FRONT	(SOUTH)	10'	95'
SIDE	(EAST)	0'	73'
SIDE	(WEST)	10'	665'
REAR	(NORTH)	10'	47'
PARKING SETBACK:			
FRONT	(SOUTH)	5'	5'
SIDE	(EAST)	5'	5'
SIDE	(WEST)	5'	5'
REAR	(NORTH)	5'	5'

NOTES

1. PLEASE REFER TO THE PARKING STUDY FOR PARKING RELATED INFORMATION.

No.	REVISIONS	DATE	BY

Kimley»Horn
© 2026 KIMLEY-HORN AND ASSOCIATES, INC.
200 S. ORANGE AVENUE, SUITE 800, ORLANDO FL 32801
PHONE: (407) 898-1511
WWW.KIMLEY-HORN.COM REGISTRY No. 35106

LICENSED PROFESSIONAL
BRANDON SANSARICQ, P.E.
FLORIDA LICENSE NUMBER
88117
DATE: 05/12/2026

KHA PROJECT 249816000	DATE 05/12/2026	SCALE AS SHOWN	
DESIGNED BY	JW	DRAWN BY	JW
CHECKED BY	BS		

OVERALL DEVELOPMENT SITE PLAN

THE HUB AT 1560 N ORANGE AVE

CITY OF WINTER PARK FLORIDA

SHEET NUMBER
DP-1

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

APPENDIX B
Raw Turning Movement Count (TMC) Data

File Name: Winter Park, FL
Intersection: Orange Ave & Orlando Ave & Harmon Ave
Class: All Classes
Start Date: 5/19/2026
Start Time: 1600 - 1800
Weather: Mostly Cloudy & 81 F

	SB						WB						NB						EB						NE						SW					
	S Orlando Ave						Harmon Ave (East)						FL-15 S Orlando Ave						Harmon Ave (West)						FL-527 Orange Ave						FL-527 N Orange Ave					
	From North						From East						From South						From West						From Southwest						From Northeast					
Start Time	Left 1.7	Left 1.8	Thru 1.9	Right 1.10	Right 1.11	U-Turn 1.12							Left 1.1	Left 1.2	Thru 1.3	Right 1.4	Right 1.5	U-Turn 1.6					Right 1.13		Left 1.14	Left 1.15	Thru 1.16	Right 1.17	Right 1.18	U-Turn 1.19	Left 1.20	Left 1.21	Thru 1.22	Right 1.23	Right 1.24	U-Turn 1.25
04:00 PM	4	1	125	33	0	0	0	0	0	0	0	0	0	0	116	26	0	0	0	0	0	0	2	0	0	65	69	5	3	0	0	74	78	0	18	0
04:15 PM	6	5	273	48	0	0	0	0	0	0	0	0	2	1	218	60	1	0	0	0	0	0	5	0	0	69	74	0	4	0	0	56	51	0	4	0
04:30 PM	3	7	202	42	0	0	0	0	0	0	0	0	3	1	173	35	1	0	0	0	0	0	2	0	0	63	75	2	2	0	0	74	87	0	8	0
04:45 PM	12	2	192	44	1	0	0	0	0	0	0	0	2	1	175	38	1	0	0	0	0	0	3	0	0	69	104	3	2	0	0	55	61	1	12	0
05:00 PM	11	1	115	23	0	0	0	0	0	0	0	0	6	3	147	46	0	0	0	0	0	0	4	0	1	44	69	2	4	0	0	68	75	0	10	0
05:15 PM	15	2	234	37	0	0	0	0	0	0	0	0	4	5	210	42	0	0	0	0	0	0	3	0	1	90	116	3	0	0	0	60	74	4	11	0
05:30 PM	7	0	175	21	0	0	0	0	0	0	0	0	4	1	141	36	1	0	0	0	0	0	1	0	0	65	100	5	2	0	0	56	81	2	7	0
05:45 PM	18	0	259	50	0	0	0	0	0	0	0	0	1	1	180	40	3	0	0	0	0	0	1	0	0	62	51	3	4	0	0	63	69	3	3	0

Peak Hour Turning Movement Count

Winter Park, FL

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 19, 2026		
Mostly Cloudy		81°F
Period	1600 - 1800	**APPLY**
Peak Hour	1615 - 1715	**APPLY**
Global PH	1615 - 1715	**APPLY**

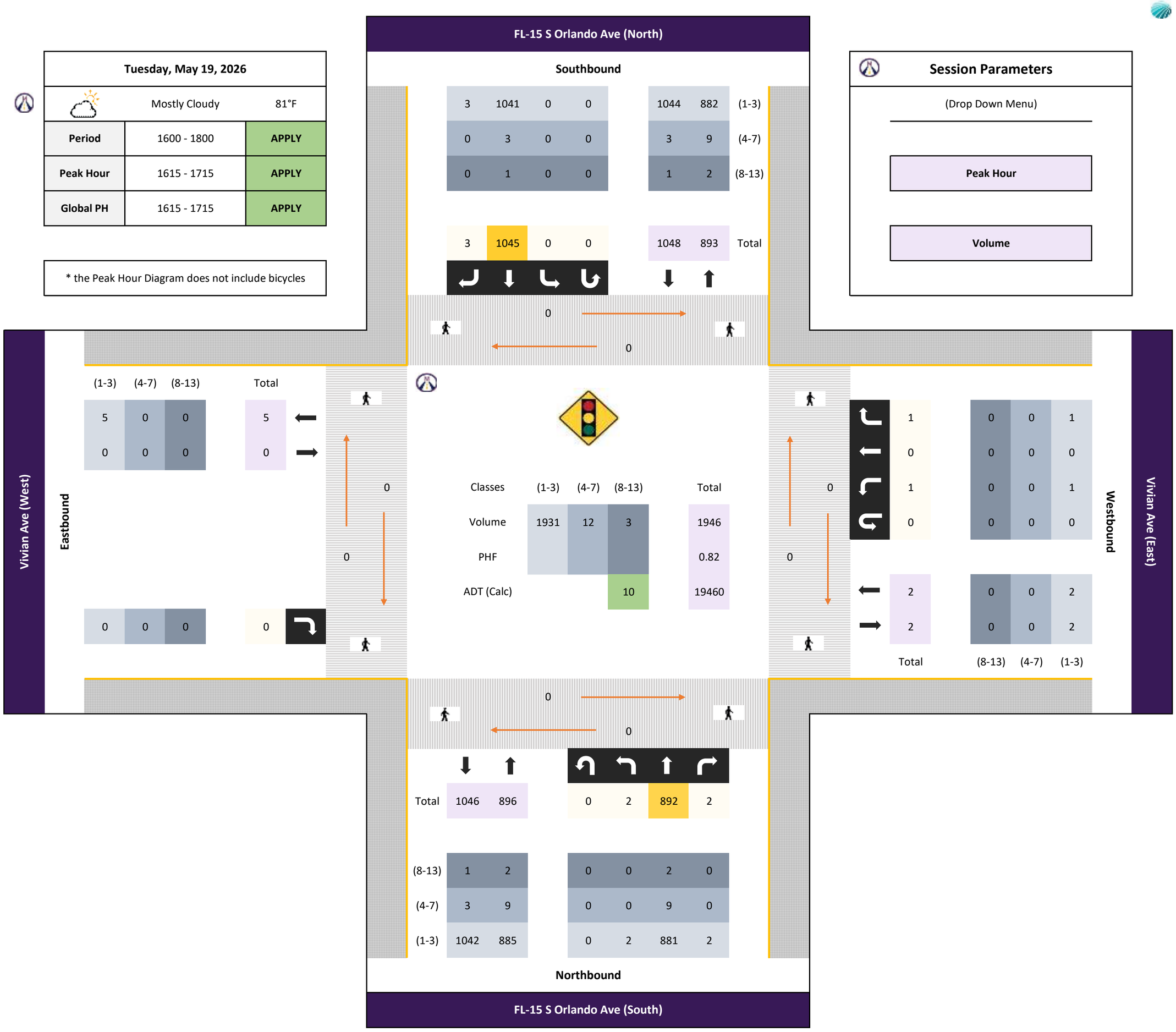
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Peak Hour Turning Movement Count

Winter Park, FL

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 19, 2026		
Mostly Cloudy		81°F
Period	1600 - 1800	**APPLY**
Peak Hour	1630 - 1730	**APPLY**
Global PH	1615 - 1715	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



APPENDIX C
FDOT Florida Traffic Online (FTO) Data

2025 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 7500 ORANGE COUNTYWIDE

MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2025 - 01/04/2025	1.02	1.04
2	01/05/2025 - 01/11/2025	1.04	1.06
3	01/12/2025 - 01/18/2025	1.06	1.08
4	01/19/2025 - 01/25/2025	1.04	1.06
5	01/26/2025 - 02/01/2025	1.02	1.04
6	02/02/2025 - 02/08/2025	1.01	1.03
* 7	02/09/2025 - 02/15/2025	0.99	1.01
* 8	02/16/2025 - 02/22/2025	0.99	1.01
* 9	02/23/2025 - 03/01/2025	0.98	1.00
*10	03/02/2025 - 03/08/2025	0.98	1.00
*11	03/09/2025 - 03/15/2025	0.97	0.99
*12	03/16/2025 - 03/22/2025	0.97	0.99
*13	03/23/2025 - 03/29/2025	0.97	0.99
*14	03/30/2025 - 04/05/2025	0.97	0.99
*15	04/06/2025 - 04/12/2025	0.97	0.99
*16	04/13/2025 - 04/19/2025	0.97	0.99
*17	04/20/2025 - 04/26/2025	0.98	1.00
*18	04/27/2025 - 05/03/2025	0.99	1.01
*19	05/04/2025 - 05/10/2025	0.99	1.01
20	05/11/2025 - 05/17/2025	1.00	1.02
21	05/18/2025 - 05/24/2025	1.00	1.02
22	05/25/2025 - 05/31/2025	1.00	1.02
23	06/01/2025 - 06/07/2025	1.00	1.02
24	06/08/2025 - 06/14/2025	1.00	1.02
25	06/15/2025 - 06/21/2025	1.00	1.02
26	06/22/2025 - 06/28/2025	1.00	1.02
27	06/29/2025 - 07/05/2025	1.01	1.03
28	07/06/2025 - 07/12/2025	1.01	1.03
29	07/13/2025 - 07/19/2025	1.01	1.03
30	07/20/2025 - 07/26/2025	1.01	1.03
31	07/27/2025 - 08/02/2025	1.00	1.02
32	08/03/2025 - 08/09/2025	1.00	1.02
33	08/10/2025 - 08/16/2025	1.00	1.02
34	08/17/2025 - 08/23/2025	1.00	1.02
35	08/24/2025 - 08/30/2025	1.00	1.02
36	08/31/2025 - 09/06/2025	1.00	1.02
37	09/07/2025 - 09/13/2025	1.01	1.03
38	09/14/2025 - 09/20/2025	1.01	1.03
39	09/21/2025 - 09/27/2025	1.01	1.03
40	09/28/2025 - 10/04/2025	1.00	1.02
41	10/05/2025 - 10/11/2025	1.00	1.02
42	10/12/2025 - 10/18/2025	1.00	1.02
43	10/19/2025 - 10/25/2025	1.00	1.02
44	10/26/2025 - 11/01/2025	1.01	1.03
45	11/02/2025 - 11/08/2025	1.01	1.03
46	11/09/2025 - 11/15/2025	1.02	1.04
47	11/16/2025 - 11/22/2025	1.02	1.04
48	11/23/2025 - 11/29/2025	1.02	1.04
49	11/30/2025 - 12/06/2025	1.02	1.04
50	12/07/2025 - 12/13/2025	1.02	1.04
51	12/14/2025 - 12/20/2025	1.02	1.04
52	12/21/2025 - 12/27/2025	1.04	1.06
53	12/28/2025 - 12/31/2025	1.06	1.08

* PEAK SEASON

09-FEB-2026 17:18:55 830UPD 5_7500_PKSEASON.TXT

APPENDIX D
Volume Development Worksheets

Intersection Development Worksheet

Kimley»Horn
Expect More. Experience Better.

Intersection #:	1		*Existing Year:*	2026	*TMC Year:* 2026
Major Street:	Orlando Ave	N/S	*Future Year:*	2028	
Minor Street:	Orange Ave	NE/SW	*Seasonal Factor:*	1.00	*PM Peak Hour Trips:* IN = 83 OUT = 40
Minor Street:	Harmon Ave	E/W	*Pre-COVID 19 Factor:*	-	
			Annual Growth (%):	1.00%	

Weekday PM Peak Hour	Orlando Ave												Orange Ave												Harmon Ave							
	Northbound						Southbound						Northeastbound						Southwestbound						Eastbound				Westbound			
5:00 - 6:00	U	L1	L2	T	R1	R2	U	L1	L2	T	R1	R2	U	L1	L2	T	R1	R2	U	L1	L2	T	R1	R2	U	L	T	R	U	L	T	R
TMC (2026)	0	15	10	678	164	4	0	51	3	783	131	0	0	2	261	336	13	10	0	0	247	299	9	31	0	0	0	9				
Seasonal Factor			1.00						1.00						1.00						1.00					1.00						
Heavy Vehicle (%)	0%	0%	0%	0%	2%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Existing (2026)	**0**	**15**	**10**	**678**	**164**	**4**	**0**	**51**	**3**	**783**	**131**	**0**	**0**	**2**	**261**	**336**	**13**	**10**	**0**	**0**	**247**	**299**	**9**	**31**	**0**	**0**	**0**	**9**				
Growth Factor			*1.02*						*1.02*						*1.02*						*1.02*					*1.02*						
Background (2028)	**0**	**15**	**10**	**692**	**167**	**4**	**0**	**52**	**3**	**799**	**134**	**0**	**0**	**2**	**266**	**343**	**13**	**10**	**0**	**0**	**252**	**305**	**9**	**32**	**0**	**0**	**0**	**9**				
Project Assignment (Vehicles)																																
Ingress			10%							20%	20%			10%							5%	5%										
Egress															15%	10%		15%										20%				
Project Trips	0	0	8	0	0	0	0	0	0	17	17	0	0	8	6	4	0	6	0	0	4	4	0	0	0	0	0	8				
Future Year (2028)	**0**	**15**	**18**	**692**	**167**	**4**	**0**	**52**	**3**	**816**	**151**	**0**	**0**	**10**	**272**	**347**	**13**	**16**	**0**	**0**	**256**	**309**	**9**	**32**	**0**	**0**	**0**	**17**				

Intersection Development Worksheet

Kimley»Horn
Expect More. Experience Better.

Intersection #:	2		*Existing Year:*	2026	*TMC Year:* 2026
Major Street:	Orlando Ave	N/S	*Future Year:*	2028	
Minor Street:	Vivian Ave	E/W	*Seasonal Factor:*	1.00	
			Pre-COVID 19 Factor:	-	*PM Peak Hour Trips:* IN = 83 OUT = 40
			Annual Growth (%):	1.00%	

Weekday PM Peak Hour 4:15 - 5:15	Orlando Ave								Vivian Ave							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2026)	0	2	892	2	0	0	1,045	3	0	0	0	2	0	1	0	1
Seasonal Factor			1.00				1.00				1.00				1.00	
Heavy Vehicle (%)	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Existing (2026)	**0**	**2**	**892**	**2**	**0**	**0**	**1,045**	**3**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**1**
Growth Factor			*1.02*				*1.02*				*1.02*				*1.02*	
Background (2028)	**0**	**2**	**910**	**2**	**0**	**0**	**1066**	**3**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**1**
Project Assignment (Vehicles)																
Ingress		10%	10%					25%								
Egress							15%									
Project Trips	0	8	8	0	0	0	6	21	0	0	0	0	0	0	0	0
Future Year (2028)	**0**	**10**	**918**	**2**	**0**	**0**	**1072**	**24**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**1**

Intersection Development Worksheet

Kimley»Horn
Expect More. Experience Better.

Intersection #:	3		*Existing Year:*	2026	*TMC Year:* 2026
Major Street:	Orange Ave	E/W	*Future Year:*	2028	
Minor Street:	Driveway #1	N/S	*Seasonal Factor:*	1.00	
			Pre-COVID 19 Factor:	-	*PM Peak Hour Trips:* IN = 83 OUT = 40
			Annual Growth (%):	1.00%	

Weekday PM Peak Hour 4:30 - 5:30	Driveway #1								Orange Ave							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2026)	0	3	0	9					0	0	624	0	0	0	458	0
Seasonal Factor		1.00								1.00				1.00		
Heavy Vehicle (%)	0%	0%	0%	0%					0%	0%	1%	0%	0%	0%	1%	0%
Peak Hour Factor	0.92	0.92	0.92	0.92					0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Existing (2026)	**0**	**3**	**0**	**9**					**0**	**0**	**624**	**0**	**0**	**0**	**458**	**0**
Growth Factor		*1.02*								*1.02*				*1.02*		
Background (2028)	**0**	**3**	**0**	**9**					**0**	**0**	**636**	**0**	**0**	**0**	**467**	**0**
Project Assignment (Vehicles)																
Ingress											15%	10%				
Egress		10%		20%											20%	
Project Trips	0	4	0	8					0	0	12	8	0	0	8	0
Future Year (2028)	**0**	**7**	**0**	**17**					**0**	**0**	**648**	**8**	**0**	**0**	**475**	**0**

Intersection Development Worksheet

Kimley»Horn
Expect More. Experience Better.

Intersection #:	4		*Existing Year:*	2026	*TMC Year:* 2026
Major Street:	Orange Ave	E/W	*Future Year:*	2028	
Minor Street:	Driveway #2	N/S	*Seasonal Factor:*	1.00	
			Pre-COVID 19 Factor:	-	*PM Peak Hour Trips:* IN = 83 OUT = 40
			Annual Growth (%):	1.00%	

Weekday PM Peak Hour 0:00 - 0:00	Driveway #2								Orange Ave							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2026)	0	0	0	12					0	0	624	0	0	0	458	0
Seasonal Factor			1.00								1.00				1.00	
Heavy Vehicle (%)	0%	0%	0%	0%					0%	0%	1%	0%	0%	0%	1%	0%
Peak Hour Factor	0.92	0.92	0.92	0.92					0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Existing (2026)	**0**	**0**	**0**	**12**					**0**	**0**	**624**	**0**	**0**	**0**	**458**	**0**
Growth Factor			*1.02*								*1.02*				*1.02*	
Background (2028)	**0**	**0**	**0**	**12**					**0**	**0**	**636**	**0**	**0**	**0**	**467**	**0**
Project Assignment (Vehicles)																
Ingress											10%	5%				
Egress				20%							20%				20%	
Project Trips	0	0	0	8					0	0	16	4	0	0	8	0
Future Year (2028)	**0**	**0**	**0**	**20**					**0**	**0**	**652**	**4**	**0**	**0**	**475**	**0**

Intersection Development Worksheet

Kimley»Horn
Expect More. Experience Better.

Intersection #:	5		*Existing Year:*	2026	*TMC Year:* 2026
Major Street:	Harmon Ave	E/W	*Future Year:*	2028	
Minor Street:	Driveway #3	N/S	*Seasonal Factor:*	1.00	
			Pre-COVID 19 Factor:	-	*PM Peak Hour Trips:* IN = 83 OUT = 40
			Annual Growth (%):	1.00%	

Weekday PM Peak Hour 0:00 - 0:00	Driveway #3								Harmon Ave							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2026)	0	0	0	0					0	0	9	0	0	0	21	0
Seasonal Factor		1.00								1.00				1.00		
Heavy Vehicle (%)	0%	0%	0%	0%					0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	1.00	1.00	1.00	1.00					1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing (2026)	**0**	**0**	**0**	**0**					**0**	**0**	**9**	**0**	**0**	**0**	**21**	**0**
Growth Factor		*1.02*								*1.02*				*1.02*		
Background (2028)	**0**	**0**	**0**	**0**					**0**	**0**	**9**	**0**	**0**	**0**	**21**	**0**
Project Assignment (Vehicles)																
Ingress												5%		45%		
Egress		30%		20%												
Project Trips	0	12	0	8					0	0	0	4	0	37	0	0
Future Year (2028)	**0**	**12**	**0**	**8**					**0**	**0**	**9**	**4**	**0**	**37**	**21**	**0**

APPENDIX E
Signal Timings

US 1792 & Orange Ave
Device Database Exports
05272026-203430

Intersection	US 17/92 & Orange Ave
Controller	3030
Date/Time	Wed May 27 2026 20:34:30 GMT+0000 (Coordinated Universal Time)
Device Database	6a12a35cf9e6f836f4430fe7

Phase Timing Plans - Timing Plan: 1

Phase	1	2	3	4	5	6	7	8				
Walk		7		7		7		7				
Ped Clear		27		25		27		32				
Min Green	5	15	5	7	5	15	5	7				
Passage	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0				
Max 1	30	70	30	40	8	70	35	35				
Max 2	30	30	30	30	8	30	30	30				
Yellow Change	5.0	4.0	3.7	4.1	4.0	5.0	4.1	3.7				
Red Clear	3.0	2.5	4.3	2.0	2.8	3.5	4.0	2.9				

Continued part of the table **Phase Timing Plans - Timing Plan: 1**...

Phase												
Walk												
Ped Clear												
Min Green												
Passage												
Max 1												
Max 2												
Yellow Change												
Red Clear												

Continued part of the table **Phase Timing Plans - Timing Plan: 1**...

Phase												

Pattern	Cycle Time	Offset 1	Split Number	Seq Number	Ref Point	Coord Mode	Force Off	Max Mode	Trans Ped Mode	Min Permissive Mode	Correction Mode
1	180	20	1	1	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
2			2	1	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
3	200	108	3	2	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
4	220	213	4	2	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
5	180	63	5	5	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
6	200	108	6	2	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
7			7	1	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
8			8	1	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
9			9	1	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
10			10	1	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
11			11	1	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
12			12	1	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
13			13	1	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
14			14	1	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
15			15	2	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
16					Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	Phase Only	Shortway (Auto)
17			17	1	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
18			18	1	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
19			19		Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
20			20	1	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
21	190	88	21	5	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
22			22	1	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
23	195	190	23	2	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
24	220	136	24	2	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
25			25		Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	Phase Only	Shortway (Auto)

7	49			Float
8	51			Float

Split Parameters - Split: 4

Phase	Time	Coord Phase	Ref Point	Force Off Mode
1	17			Float
2	90	x		Float
3	43			Float
4	70			Float
5	15			Float
6	92	x	x	Float

7	54			Float
8	59			Float

Split Parameters - Split: 5

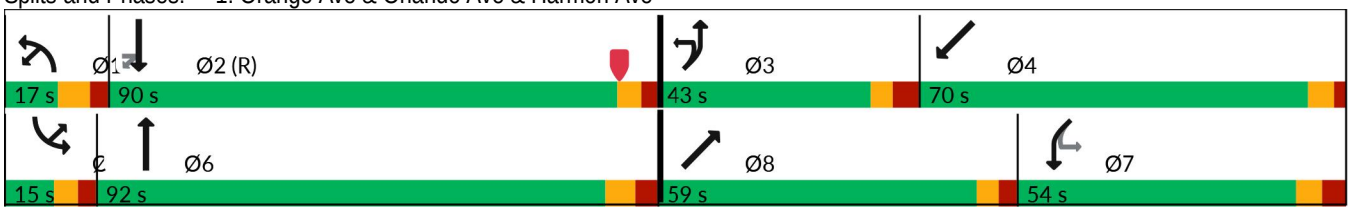
Phase	Time	Coord Phase	Ref Point	Force Off Mode
1	20			Float
2	77	x	x	Float
3	35			Float
4	48			Float
5	18			Float
6	79	x		Float

APPENDIX F
Synchro Outputs

Lane Group	EBR2	NBL	NBT	SBL	SBT	NEL	NET	SWL	SWT
Lane Configurations									
Traffic Volume (vph)	9	10	678	3	783	261	336	247	299
Future Volume (vph)	9	10	678	3	783	261	336	247	299
Turn Type	Perm	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases		1	6	5	2	3	8	7	4
Permitted Phases	2								
Detector Phase	2	1	6	5	2	3	8	7	4
Switch Phase									
Minimum Initial (s)	15.0	5.0	15.0	5.0	15.0	5.0	7.0	5.0	7.0
Minimum Split (s)	21.5	13.0	23.5	11.8	21.5	13.0	13.6	13.1	13.1
Total Split (s)	90.0	17.0	92.0	15.0	90.0	43.0	59.0	54.0	70.0
Total Split (%)	40.9%	7.7%	41.8%	6.8%	40.9%	19.5%	26.8%	24.5%	31.8%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0	3.7	3.7	4.1	4.1
All-Red Time (s)	2.5	3.0	3.5	2.8	2.5	4.3	2.9	4.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	8.0	8.5	6.8	6.5	8.0	6.6	8.1	6.1
Lead/Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	None	None	C-Max	None	None	None	None
Act Effct Green (s)	117.6	7.8	113.8	8.2	117.6	22.2	46.8	21.2	46.5
Actuated g/C Ratio	0.53	0.04	0.52	0.04	0.53	0.10	0.21	0.10	0.21
v/c Ratio	0.01	0.40	0.48	0.83	0.49	0.76	0.92	0.75	0.46
Control Delay (s/veh)	0.0	121.6	36.3	170.4	35.6	110.5	112.0	110.6	76.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	0.0	121.6	36.3	170.4	35.6	110.5	112.0	110.6	76.1
LOS	A	F	D	F	D	F	F	F	E
Approach Delay (s/veh)			38.8		43.1		111.4		90.6
Approach LOS			D		D		F		F

Intersection Summary	
Cycle Length: 220	
Actuated Cycle Length: 220	
Offset: 213 (97%), Referenced to phase 2:SBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay (s/veh): 64.8	Intersection LOS: E
Intersection Capacity Utilization 80.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Orange Ave & Orlando Ave & Harmon Ave



Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	2	1	0	1	2	892	2	0	1045	3
Future Vol, veh/h	0	0	2	1	0	1	2	892	2	0	1045	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	2	1	0	1	2	1088	2	0	1274	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	639	1731	2372	545	1278	0	0	-	-	0
Stage 1	-	-	-	1094	1094	-	-	-	-	-	-	-
Stage 2	-	-	-	637	1278	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	7.54	6.54	6.94	4.14	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	3.52	4.02	3.32	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	419	56	34	482	539	-	-	0	-	-
Stage 1	0	0	-	228	288	-	-	-	-	0	-	-
Stage 2	0	0	-	432	235	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	419	56	34	482	539	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	56	34	-	-	-	-	-	-	-
Stage 1	-	-	-	227	286	-	-	-	-	-	-	-
Stage 2	-	-	-	429	235	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.65	41.88	0.1	0
HCM LOS	B	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	8	-	-	419	100	-	-
HCM Lane V/C Ratio	0.005	-	-	0.006	0.024	-	-
HCM Ctrl Dly (s/v)	11.7	0.1	-	13.6	41.9	-	-
HCM Lane LOS	B	A	-	B	E	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	3	9	624	0	0	458
Future Vol, veh/h	3	9	624	0	0	458
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	10	678	0	0	498

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1176	678	0	0	678	0
Stage 1	678	-	-	-	-	-
Stage 2	498	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	211	452	-	-	914	-
Stage 1	504	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	211	452	-	-	914	-
Mov Cap-2 Maneuver	211	-	-	-	-	-
Stage 1	504	-	-	-	-	-
Stage 2	611	-	-	-	-	-

Approach	NW	NE	SW
HCM Ctrl Dly, s/v	15.62	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	352	914	-
HCM Lane V/C Ratio	-	-	0.037	-	-
HCM Ctrl Dly (s/v)	-	-	15.6	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	12	624	0	0	458
Future Vol, veh/h	0	12	624	0	0	458
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	678	0	0	498

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	339	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.93	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.319	-	-	-	-
Pot Cap-1 Maneuver	0	658	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	658	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

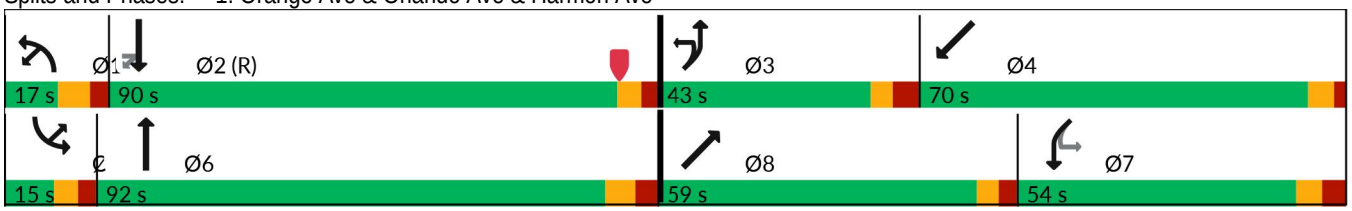
Approach	NW	NE	SW
HCM Ctrl Dly, s/v	10.59	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWT
Capacity (veh/h)	-	-	658	-
HCM Lane V/C Ratio	-	-	0.02	-
HCM Ctrl Dly (s/v)	-	-	10.6	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Lane Group	EBR2	NBL	NBT	SBL	SBT	NEL	NET	SWL	SWT
Lane Configurations									
Traffic Volume (vph)	9	10	692	3	799	266	343	252	305
Future Volume (vph)	9	10	692	3	799	266	343	252	305
Turn Type	Perm	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases		1	6	5	2	3	8	7	4
Permitted Phases	2								
Detector Phase	2	1	6	5	2	3	8	7	4
Switch Phase									
Minimum Initial (s)	15.0	5.0	15.0	5.0	15.0	5.0	7.0	5.0	7.0
Minimum Split (s)	21.5	13.0	23.5	11.8	21.5	13.0	13.6	13.1	13.1
Total Split (s)	90.0	17.0	92.0	15.0	90.0	43.0	59.0	54.0	70.0
Total Split (%)	40.9%	7.7%	41.8%	6.8%	40.9%	19.5%	26.8%	24.5%	31.8%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0	3.7	3.7	4.1	4.1
All-Red Time (s)	2.5	3.0	3.5	2.8	2.5	4.3	2.9	4.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	8.0	8.5	6.8	6.5	8.0	6.6	8.1	6.1
Lead/Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	None	None	C-Max	None	None	None	None
Act Effct Green (s)	116.8	7.8	112.9	8.2	116.8	22.5	47.3	21.5	47.0
Actuated g/C Ratio	0.53	0.04	0.51	0.04	0.53	0.10	0.22	0.10	0.21
v/c Ratio	0.01	0.40	0.49	0.85	0.51	0.76	0.92	0.75	0.46
Control Delay (s/veh)	0.0	121.6	37.1	173.4	36.4	110.4	112.4	110.5	75.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	0.0	121.6	37.1	173.4	36.4	110.4	112.4	110.5	75.9
LOS	A	F	D	F	D	F	F	F	E
Approach Delay (s/veh)			39.5		44.0		111.5		90.5
Approach LOS			D		D		F		F

Intersection Summary	
Cycle Length: 220	
Actuated Cycle Length: 220	
Offset: 213 (97%), Referenced to phase 2:SBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay (s/veh): 65.3	Intersection LOS: E
Intersection Capacity Utilization 81.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Orange Ave & Orlando Ave & Harmon Ave



Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	2	1	0	1	2	910	2	0	1066	3
Future Vol, veh/h	0	0	2	1	0	1	2	910	2	0	1066	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	2	1	0	1	2	1110	2	0	1300	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	652	1766	2420	556	1304	0	0	-	-	0
Stage 1	-	-	-	1116	1116	-	-	-	-	-	-	-
Stage 2	-	-	-	650	1304	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	7.54	6.54	6.94	4.14	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	3.52	4.02	3.32	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	411	53	32	474	527	-	-	0	-	-
Stage 1	0	0	-	221	281	-	-	-	-	0	-	-
Stage 2	0	0	-	424	229	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	411	53	32	474	527	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	53	32	-	-	-	-	-	-	-
Stage 1	-	-	-	220	279	-	-	-	-	-	-	-
Stage 2	-	-	-	422	229	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.82	44.08	0.1	0
HCM LOS	B	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	8	-	-	411	95	-	-
HCM Lane V/C Ratio	0.005	-	-	0.006	0.026	-	-
HCM Ctrl Dly (s/v)	11.9	0.1	-	13.8	44.1	-	-
HCM Lane LOS	B	A	-	B	E	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	3	9	636	0	0	467
Future Vol, veh/h	3	9	636	0	0	467
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	10	691	0	0	508

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1199	691	0	0	691	0
Stage 1	691	-	-	-	-	-
Stage 2	508	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	205	444	-	-	904	-
Stage 1	497	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	205	444	-	-	904	-
Mov Cap-2 Maneuver	205	-	-	-	-	-
Stage 1	497	-	-	-	-	-
Stage 2	604	-	-	-	-	-

Approach	NW	NE	SW
HCM Ctrl Dly, s/v	15.88	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	344	904	-
HCM Lane V/C Ratio	-	-	0.038	-	-
HCM Ctrl Dly (s/v)	-	-	15.9	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	12	636	0	0	467
Future Vol, veh/h	0	12	636	0	0	467
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	691	0	0	508

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	346	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.93	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.319	-	-	-	-
Pot Cap-1 Maneuver	0	651	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	651	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

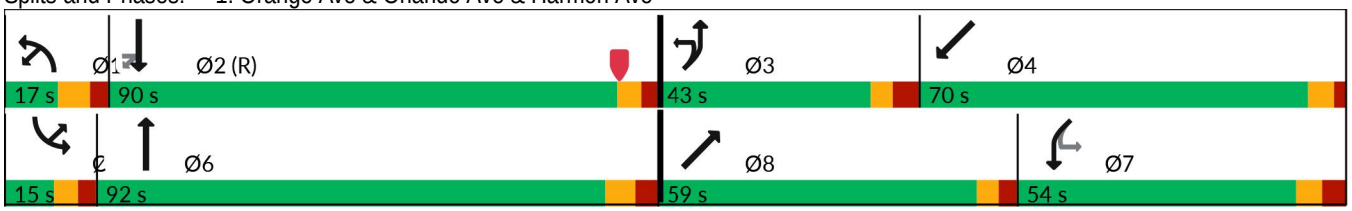
Approach	NW	NE	SW
HCM Ctrl Dly, s/v	10.64	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWT
Capacity (veh/h)	-	-	651	-
HCM Lane V/C Ratio	-	-	0.02	-
HCM Ctrl Dly (s/v)	-	-	10.6	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Lane Group	EBR2	NBL	NBT	SBL	SBT	NEL	NET	SWL	SWT
Lane Configurations									
Traffic Volume (vph)	17	18	692	3	816	272	347	256	309
Future Volume (vph)	17	18	692	3	816	272	347	256	309
Turn Type	Perm	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases		1	6	5	2	3	8	7	4
Permitted Phases	2								
Detector Phase	2	1	6	5	2	3	8	7	4
Switch Phase									
Minimum Initial (s)	15.0	5.0	15.0	5.0	15.0	5.0	7.0	5.0	7.0
Minimum Split (s)	21.5	13.0	23.5	11.8	21.5	13.0	13.6	13.1	13.1
Total Split (s)	90.0	17.0	92.0	15.0	90.0	43.0	59.0	54.0	70.0
Total Split (%)	40.9%	7.7%	41.8%	6.8%	40.9%	19.5%	26.8%	24.5%	31.8%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0	3.7	3.7	4.1	4.1
All-Red Time (s)	2.5	3.0	3.5	2.8	2.5	4.3	2.9	4.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	8.0	8.5	6.8	6.5	8.0	6.6	8.1	6.1
Lead/Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	None	None	C-Max	None	None	None	None
Act Effct Green (s)	115.3	8.2	111.7	8.2	115.3	23.4	48.3	21.8	47.3
Actuated g/C Ratio	0.52	0.04	0.51	0.04	0.52	0.11	0.22	0.10	0.22
v/c Ratio	0.02	0.51	0.50	0.85	0.53	0.77	0.93	0.75	0.47
Control Delay (s/veh)	0.0	129.4	37.9	173.4	37.9	110.1	113.0	110.4	75.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	0.0	129.4	37.9	173.4	37.9	110.1	113.0	110.4	75.8
LOS	A	F	D	F	D	F	F	F	E
Approach Delay (s/veh)			41.3		45.2		111.7		90.4
Approach LOS			D		D		F		F

Intersection Summary	
Cycle Length: 220	
Actuated Cycle Length: 220	
Offset: 213 (97%), Referenced to phase 2:SBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay (s/veh): 66.1	Intersection LOS: E
Intersection Capacity Utilization 83.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Orange Ave & Orlando Ave & Harmon Ave



Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	2	1	0	1	10	918	2	0	1072	24
Future Vol, veh/h	0	0	2	1	0	1	10	918	2	0	1072	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	2	1	0	1	12	1120	2	0	1307	29

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	668	1799	2482	561	1337	0	0	-	-	0
Stage 1	-	-	-	1145	1145	-	-	-	-	-	-	-
Stage 2	-	-	-	654	1337	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	7.54	6.54	6.94	4.14	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	3.52	4.02	3.32	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	401	50	29	471	512	-	-	0	-	-
Stage 1	0	0	-	212	272	-	-	-	-	0	-	-
Stage 2	0	0	-	422	220	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	401	48	28	471	512	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	48	28	-	-	-	-	-	-	-
Stage 1	-	-	-	205	263	-	-	-	-	-	-	-
Stage 2	-	-	-	420	220	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.04	47.35	0.54	0
HCM LOS	B	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	39	-	-	401	87	-	-
HCM Lane V/C Ratio	0.024	-	-	0.006	0.028	-	-
HCM Ctrl Dly (s/v)	12.2	0.4	-	14	47.4	-	-
HCM Lane LOS	B	A	-	B	E	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.1	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	7	17	648	8	0	475
Future Vol, veh/h	7	17	648	8	0	475
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	18	704	9	0	516

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1225	709	0	0	713	0
Stage 1	709	-	-	-	-	-
Stage 2	516	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	198	434	-	-	887	-
Stage 1	488	-	-	-	-	-
Stage 2	599	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	198	434	-	-	887	-
Mov Cap-2 Maneuver	198	-	-	-	-	-
Stage 1	488	-	-	-	-	-
Stage 2	599	-	-	-	-	-

Approach	NW	NE	SW
HCM Ctrl Dly, s/v	17.17	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	322	887	-
HCM Lane V/C Ratio	-	-	0.081	-	-
HCM Ctrl Dly (s/v)	-	-	17.2	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	20	652	4	0	475
Future Vol, veh/h	0	20	652	4	0	475
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	709	4	0	516

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	357	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.93	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.319	-	-	-	-
Pot Cap-1 Maneuver	0	641	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	641	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	NW	NE	SW
HCM Ctrl Dly, s/v	10.82	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWT
Capacity (veh/h)	-	-	641	-
HCM Lane V/C Ratio	-	-	0.034	-
HCM Ctrl Dly (s/v)	-	-	10.8	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	9	4	37	21	12	8
Future Vol, veh/h	9	4	37	21	12	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	4	37	21	12	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	13	0	106	11
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	95	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1606	-	892	1070
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	929	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1606	-	871	1070
Mov Cap-2 Maneuver	-	-	-	-	871	-
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	907	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	4.65	8.91
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	941	-	-	1148	-
HCM Lane V/C Ratio	0.021	-	-	0.023	-
HCM Ctrl Dly (s/v)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

APPENDIX G
ITE Excerpts

Land Use: 710
General Office Building

Description

A general office building is a building with multiple tenants that employ persons in the management, direction, or conduct of legal, accounting, engineering, consulting, real estate, insurance, financial, or other professional services. A general office building with a gross floor area of 10,000 square feet or less is classified as a small office building (Land Use 712).

Additional Data

If two or more general office buildings are in close physical proximity (within walking distance) and function as a unit (perhaps with a shared parking facility and common or complementary tenants), the total gross floor area or employment of the paired office buildings can be used for calculating the site trip generation. If the individual buildings are isolated or not functionally related to one another, trip generation should be calculated for each building separately.

The average building occupancy varies considerably among the studies for which occupancy data were provided. The reported occupied gross floor area was 88 percent for general urban/suburban sites and 96 percent for the center city core and dense multi-use urban sites.

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, Connecticut, Georgia, Indiana, Kentucky, Maine, Minnesota, Montana, New Hampshire, New Jersey, Ontario (CAN), Texas, Utah, and Virginia.

Source Numbers

404, 407, 408, 562, 734, 850, 859, 862, 867, 869, 883, 884, 890, 891, 904, 944, 946, 964, 965, 972, 1009, 1030, 1058, 1061, 1219, 1221

General Office Building
(710)

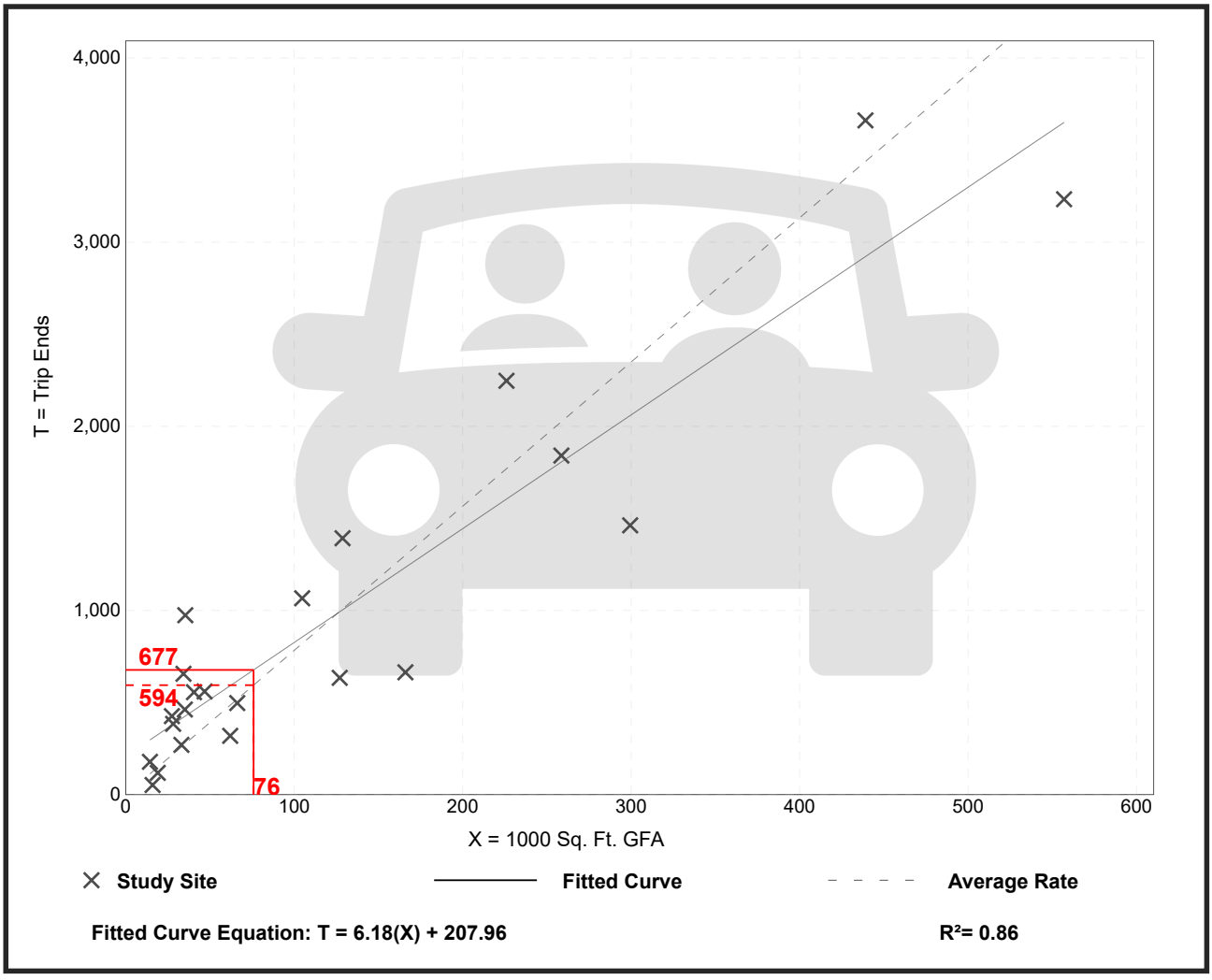
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. 1000 Sq. Ft. GFA: 126
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.83	3.27 - 27.56	3.71

Data Plot and Equation



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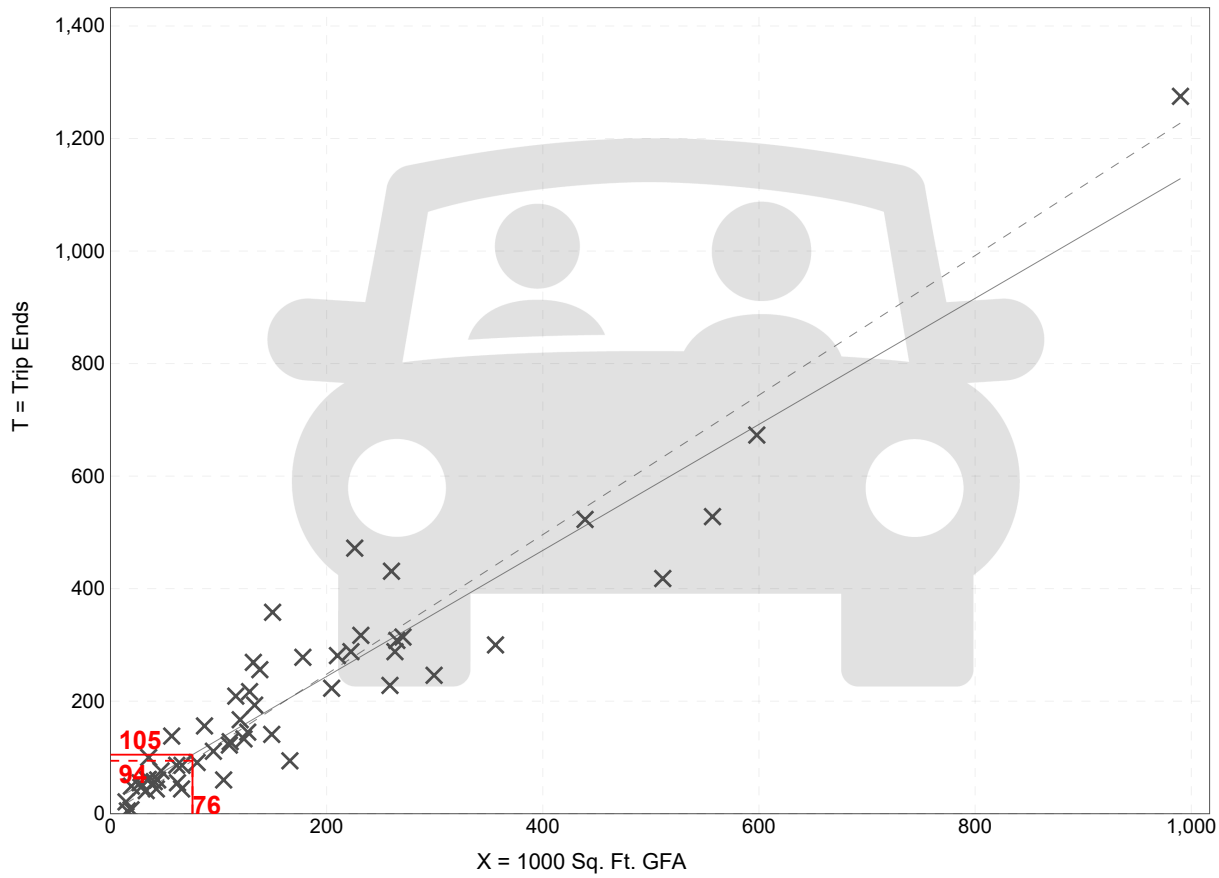
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 54
Avg. 1000 Sq. Ft. GFA: 170
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.24	0.32 - 2.83	0.40

Data Plot and Equation



Fitted Curve Equation: T = 1.12(X) + 19.95

R^2= 0.89

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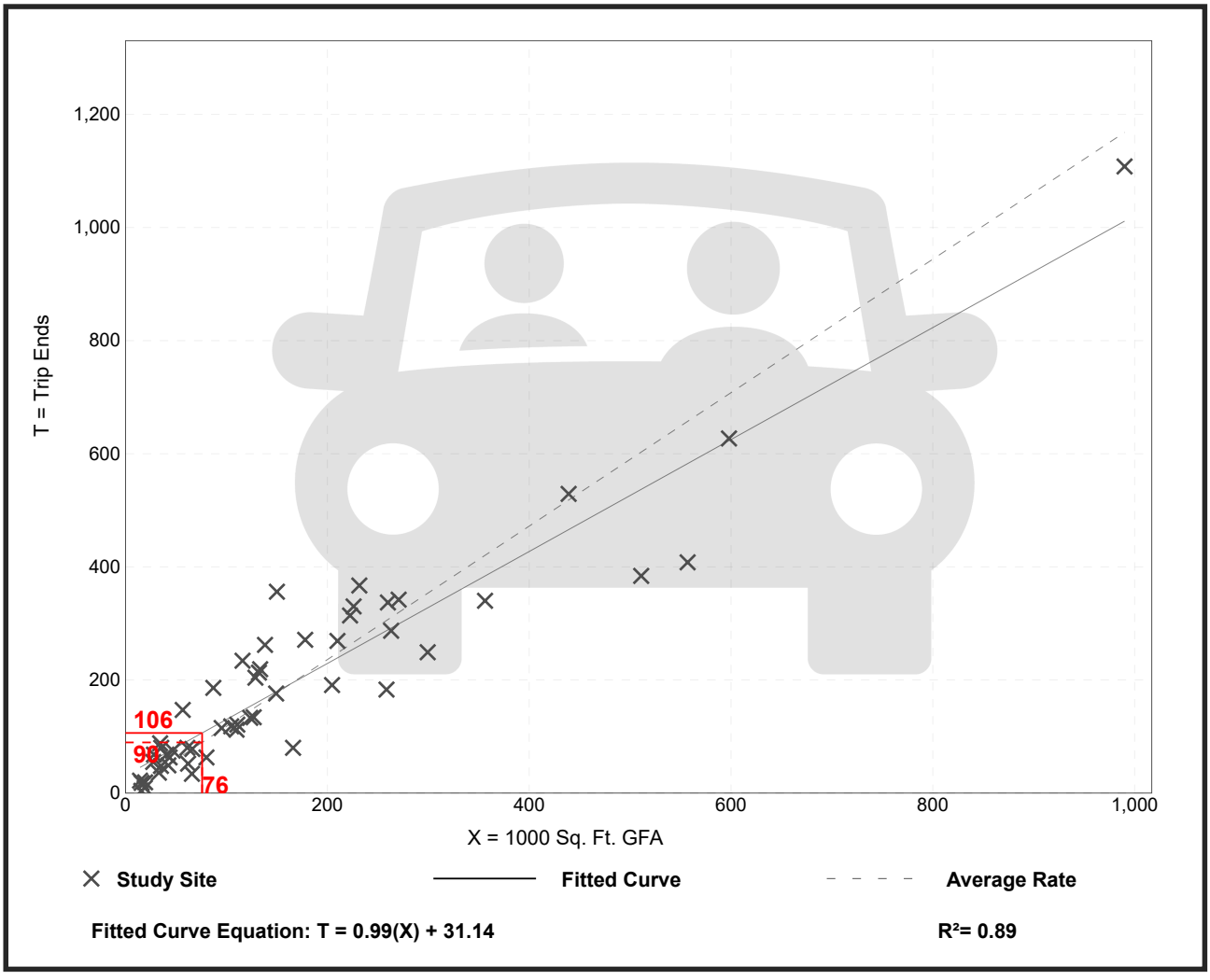
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 53
Avg. 1000 Sq. Ft. GFA: 166
Directional Distribution: 16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.18	0.26 - 2.59	0.41

Data Plot and Equation



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Land Use: 720
Medical-Dental Office Building

Description

A medical-dental office building is a facility or clinic with one or more tenants that provides diagnoses and outpatient care on a routine basis. Tenants range from individual private physicians and dentists to large medical practices. Patient visits are by appointment only. Walk-in clinic (Land Use 630) is a related use.

Land Use Subcategory

Analysis of medical-dental office building data found that trip generation rates differ measurably between sites located within or adjacent to a hospital campus and sites that are stand-alone. Data plots are presented for these two land use subcategories.

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in California, Connecticut, Hawaii, Minnesota, New Jersey, New York, Oregon, Pennsylvania, South Dakota, Texas, Washington, and Wisconsin.

Source Numbers

357, 384, 444, 509, 601, 867, 879, 901, 902, 908, 959, 1208, 1219, 1241

Medical-Dental Office Building - Stand-Alone
(720)

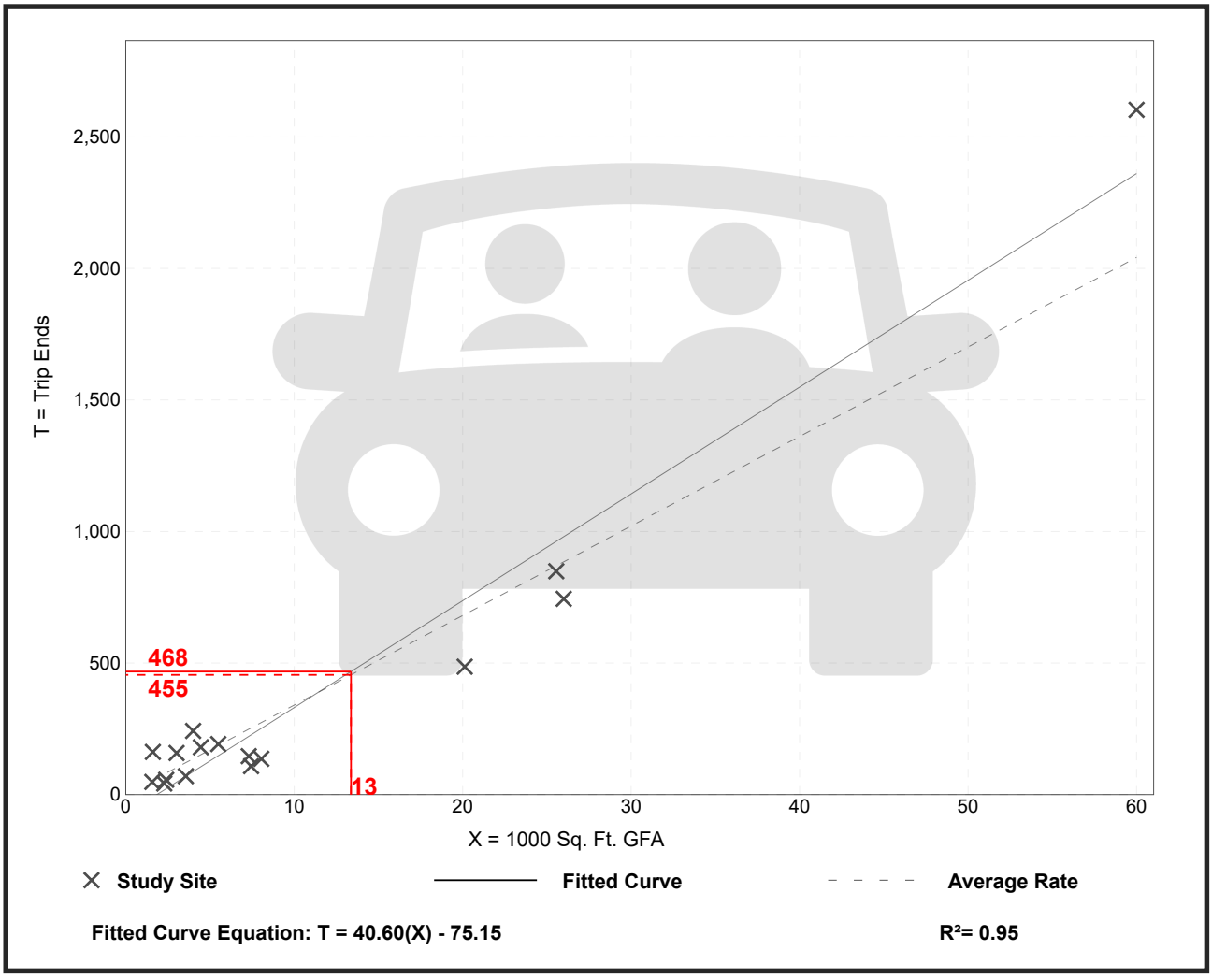
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 16
Avg. 1000 Sq. Ft. GFA: 11
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
34.03	14.52 - 100.75	12.64

Data Plot and Equation



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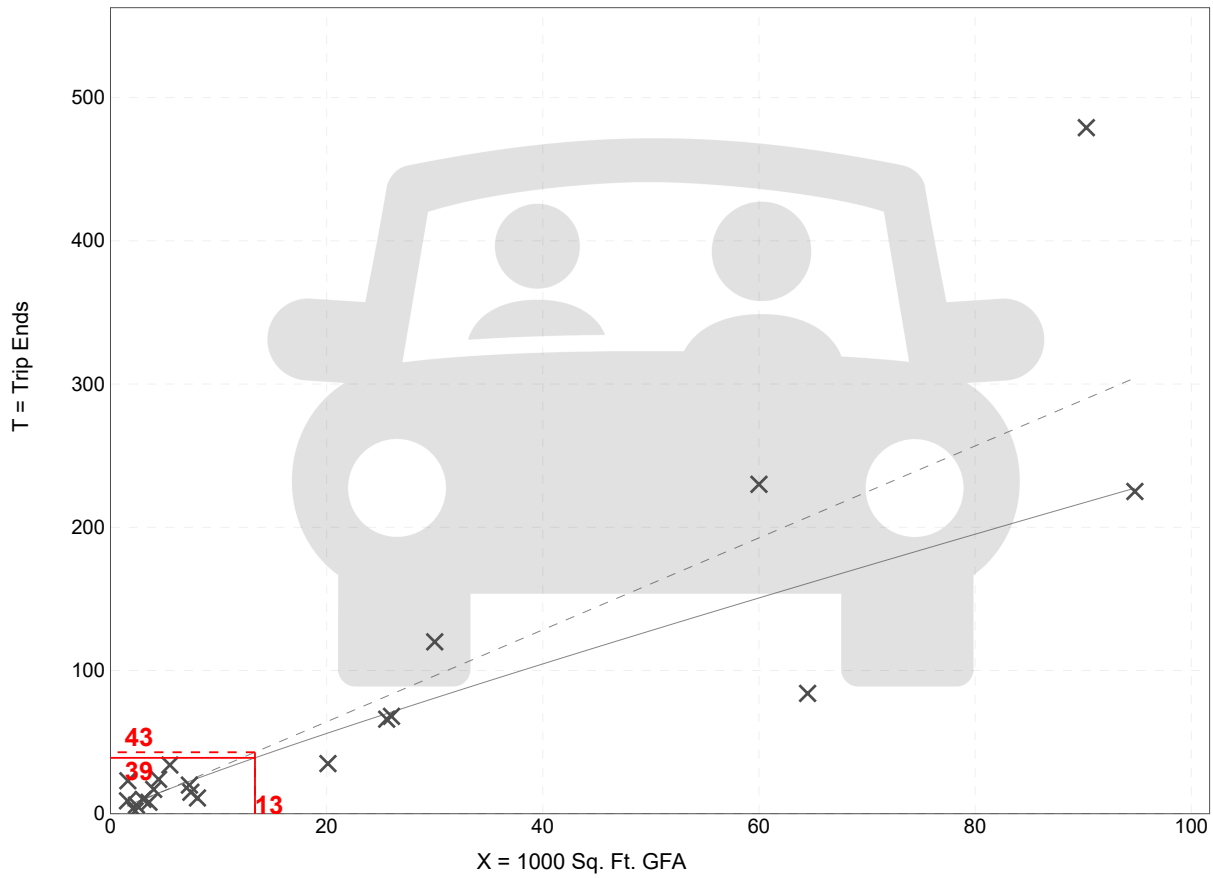
Medical-Dental Office Building - Stand-Alone
(720)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	20
Avg. 1000 Sq. Ft. GFA:	23
Directional Distribution:	78% entering, 22% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.21	0.87 - 14.30	1.61

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.90 Ln(X) + 1.33 **R^2= 0.80**

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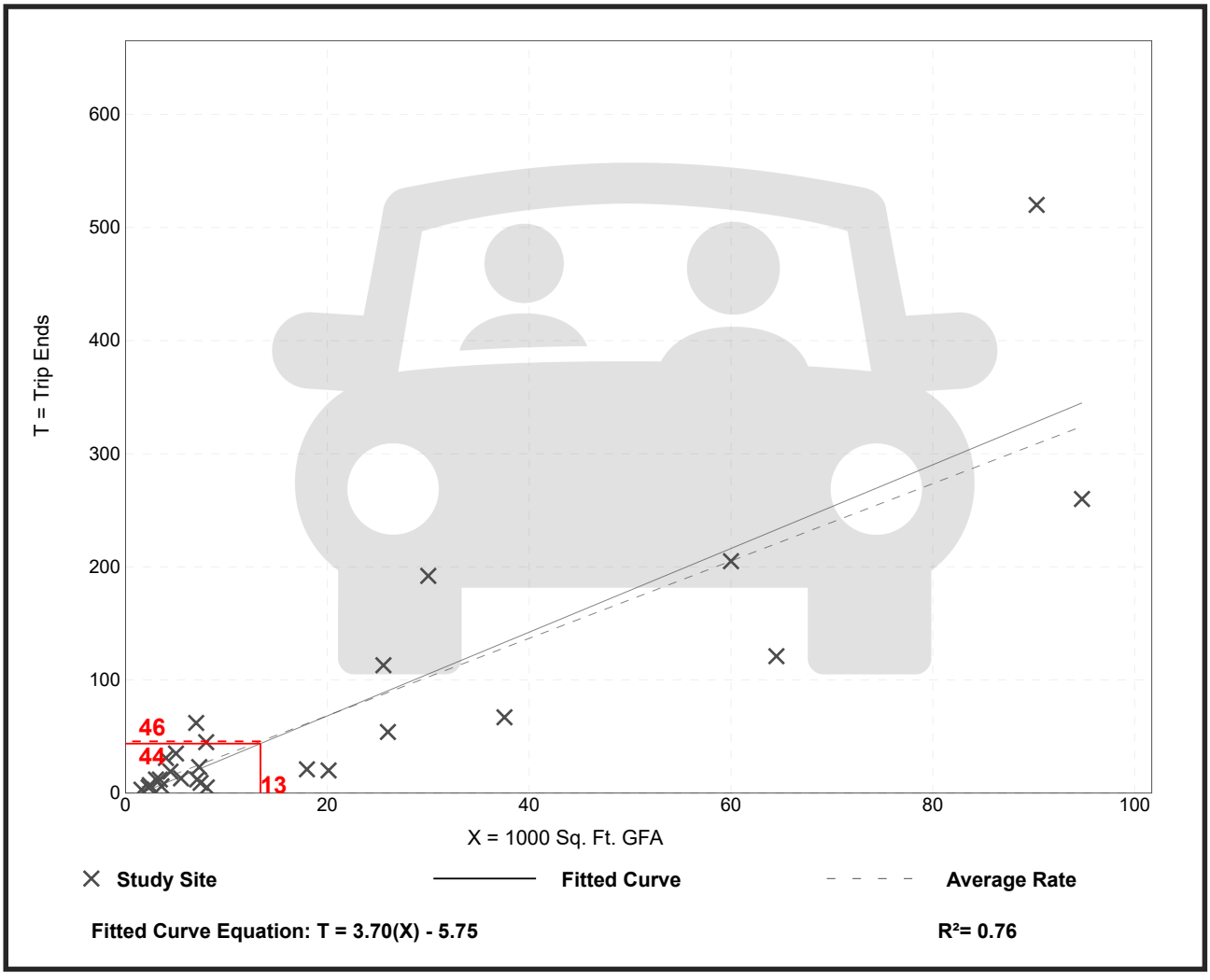
Medical-Dental Office Building - Stand-Alone
(720)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 26
Avg. 1000 Sq. Ft. GFA: 21
Directional Distribution: 30% entering, 70% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.42	0.62 - 8.86	1.89

Data Plot and Equation



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Land Use: 931
Fine Dining Restaurant

Description

A fine dining restaurant is a full-service eating establishment with a typical duration of stay of at least 1 hour. A fine dining restaurant generally does not serve breakfast; some do not serve lunch; all serve dinner. This type of restaurant often requests and sometimes requires a reservation and is generally not part of a chain. A patron commonly waits to be seated, is served by wait staff, orders from a menu and pays after the meal. Some of the study sites have lounge or bar facilities (serving alcoholic beverages), but meal service is the primary draw to the restaurant.

Additional Data

If the fine dining restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

The sites were surveyed in the 1990s, the 2010s, and the 2020s in Arizona, California, Florida, Indiana, Kentucky, New Jersey, and Utah.

Source Numbers

338, 339, 368, 437, 440, 976, 1053, 1204

Fine Dining Restaurant
(931)

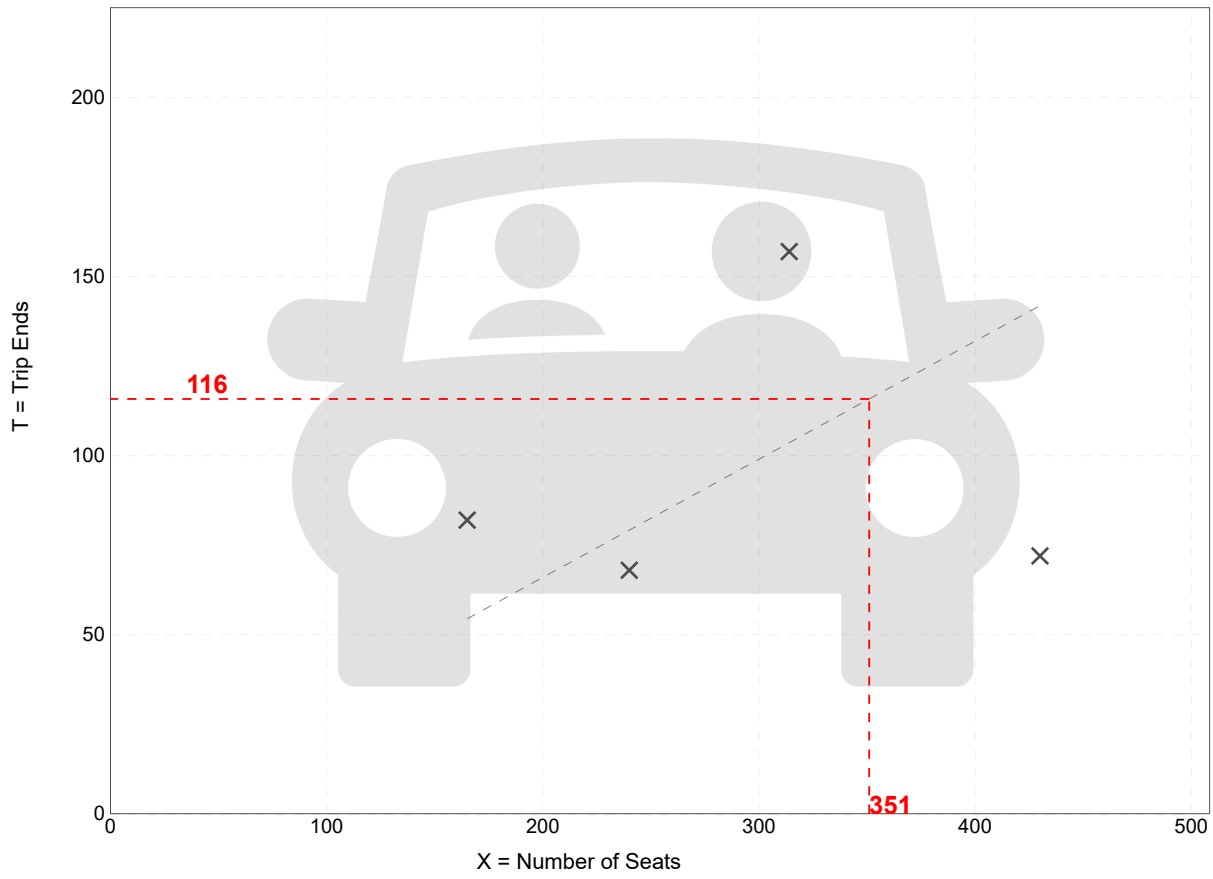
Vehicle Trip Ends vs:	**Seats**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	4
Avg. Num. of Seats:	287
Directional Distribution:	67% entering, 33% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.33	0.17 - 0.50	0.17

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ****

Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook* , 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

SUMMARY

GROSS TRIP GENERATION

INPUT

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	573	572	122	22	31	120
Retail	0	0	0	0	0	0
Restaurant	644	643	38	78	78	38
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
	1,217	1,215	160	100	109	158

INTERNAL TRIPS

OUTPUT

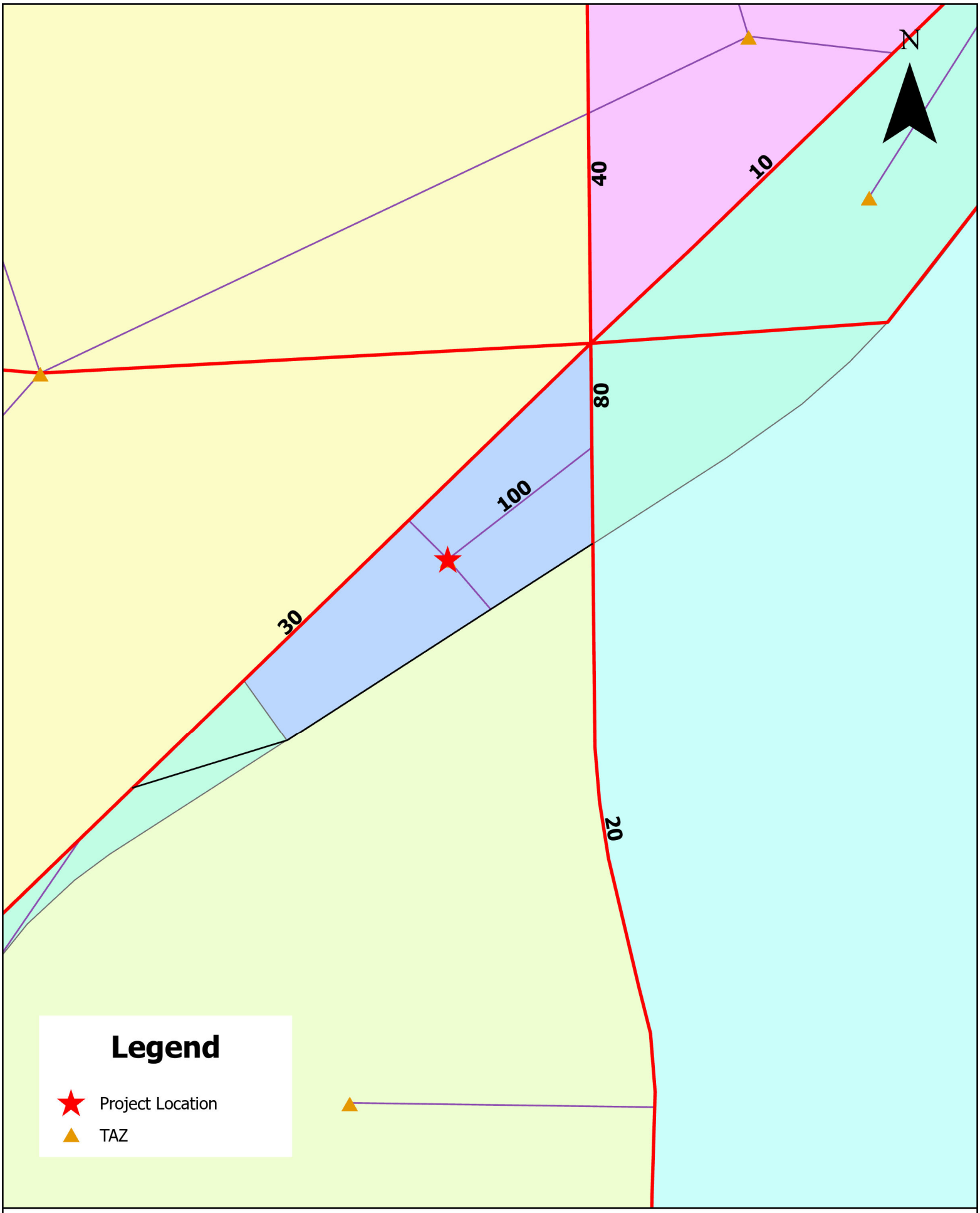
Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	109	81	17	9	1	2
Retail	0	0	0	0	0	0
Restaurant	81	109	9	17	2	1
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
	190	190	26	26	3	3
% Reduction	15.6%		20.0%		2.2%	

EXTERNAL TRIPS

OUTPUT

Land Use	Daily		Intern		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	464	491	105	13	30	118
Retail	0	0	0	0	0	0
Restaurant	563	534	29	61	76	37
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
	1,027	1,025	134	74	106	155

APPENDIX H
CFRMPv7 Model Output



Project Distribution - 1560 Orange Ave
CFRPMv7 - 2030 - 5/21/2026

APPENDIX I

Orange County Concurrency Segment LOS Summary

Orange County, Florida
Traffic Concurrency Management Program
Concurrency Segment LOS Summary

ID	From	To	Lgth	Maint Agency	Capacity Group	Ln	Min LOS	Total Cap	AADT	PmPk	PkDir	Comm Trips	Avail Cap*	LOS
33rd St														
2	John Young Pkwy	Rio Grande Ave	1.06	Cnty	Urban - Class I	2	E	880	5,030	250	WB	0	630	C
6th Ave (Conroy Rd)														
1	Lake St	Main St	0.3	Windermere	Rural Signalized	2	D	740	22,537	966	WB	3	0	F
6th St (Windermere)														
1.1	Park Ridge-Gotha Rd / Sutter Ave	Hemple Ave	0.15	Cnty	Rural Signalized	2	D	740	13,624	751	WB	23	0	F
A.D. Mims Rd														
15	Apopka-Vineland Rd	Wurst Rd	1.68	Cnty	Rural Signalized	2	D	740	7,044	382	WB	6	352	C
Alafaya Tr														
3.1	Seminole County Line	University Blvd	0.97	ST	Urban - Class I	6	E	3,020	39,414	1,835	NB	47	1,138	C
3.5	University Blvd	Science Dr	1.02	ST	Urban - Class I	6	E	3,020	49,213	2,852	SB	214	0	F
4	Science Dr	Colonial Dr	1.12	ST	Urban - Class I	6	E	3,020	45,894	2,716	SB	292	12	D
5	Colonial Dr	Lake Underhill Rd	1.43	Cnty	Urban - Class I	5	E	2,510	51,695	2,600	0	384	0	F
5.1	Lake Underhill Rd	Curry Ford Rd	0.87	Cnty	Urban - Class I	4	E	2,000	41,394	2,006	SB	79	0	F
5.2	Curry Ford Rd	Golfway Blvd	1.36	Cnty	Urban - Class I	4	E	2,000	30,063	1,511	WB	161	328	C
5.24	Golfway Blvd	Avalon Park Blvd	2.66	Cnty	Urban - Class I	4	E	2,000	29,304	1,437	WB	232	331	C
5.26	Avalon Park Blvd	Curtis Staton Energy Cntr	0.85	Cnty	Rural Signalized	2	D	740	6,364	379	NB	28	333	C
All American Blvd														
6	Orange Blossom Tr	Forest City Rd	1.07	Cnty	Urban - Class II	2	E	800	10,345	591	0	3	206	D

ID	From	To	Lgth	Maint Agency	Capacity Group	Ln	Min LOS	Total Cap	AADT	PmPk	PkDir	Comm Trips	Avail Cap*	LOS
Mills Ave														
276	Michigan St	Kaley Ave	0.5	Cnty	Urban - Class II	2	E	800	3,165	149	SB	0	651	C
276.8	Robinson St	Colonial Dr	0.51	ST	Urban - Class II	4	E	1,700	15,196	1,077	SB	0	623	D
277	Colonial Dr	Virginia Ave	0.75	ST	Urban - Class II	4	E	1,700	32,956	1,661	NB	0	39	E
Mills Ave / Orlando Ave														
278	Virginia Ave	Orange Ave	1.51	ST	Urban - Class II	4	E	1,700	34,510	1,976	NB	0	0	F
Moss Park Rd														
287	Narcoossee Rd	Lake Hart	1.84	Cnty	Rural Signalized	4	D	1,580	23,378	1,122	EB	473	0	F
288	Lake Hart	Lake Mary Jane Rd	2.34	Cnty	Urban Hwy	2	E	1,640	19,741	996	NB	182	462	D
Mott Ave / Beggs Rd														
285	Orange Blossom Tr	Eden Park Rd	0.75	Cnty	Urban - Class II	2	E	800	2,821	172	SB	12	616	C
Mt. Plymouth Rd														
286	Kelly Park Rd	Lake County Line	2.29	Cnty	Rural Undev. Hwy	2	D	740	8,014	456	NB	1	283	D
N Apopka-Vineland Rd / Clarcona Rd														
63	Clarcona-Ocoee Rd	Gilliam Rd	0.92	Cnty	Rural Signalized	2	D	740	16,567	736	SB	23	0	F
N Bluford Ave / N Lakewood Ave														
66	Silver Star Rd	Fuller's Cross Rd	1.53	Ocoee	Urban - Class II	2	E	800	7,531	389	NB	0	411	D
N Hiawassee Road														
353	Apopka Blvd	Orange Blossom Tr	0.45	Cnty	Urban - Class I	4	E	2,000	26,107	1,144	NB	0	856	C
N Lakewood Ave														
66.1	Fuller's Cross Rd	Clarcona-Ocoee Rd	0.31	Cnty	Rural Signalized	2	D	740	7,986	457	NB	0	283	C

ID	From	To	Lgth	Maint Agency	Capacity Group	Ln	Min LOS	Total Cap	AADT	PmPk	PkDir	Comm Trips	Avail Cap*	LOS
Old US 441														
321	Orange Blossom Tr	Lake County Line	1.12	Cnty	Rural Signalized	2	D	740	5,140	266	NB	48	426	C
Old Wetherbee Rd														
457.05	Orange Ave	Wetherbee Rd	1.37	Cnty	Urban - Class I	2	E	880	9,222	435	SB	41	404	C
Old Winter Garden Rd														
321.8	Maguire Rd	S. Bluford Ave	0.49	Ocoee	Urban - Class I	4	E	2,000	26,262	1,544	WB	7	449	C
321.9	S. Bluford Ave	Good Homes Rd	1.86	Cnty	Urban - Class I	4	E	2,000	31,599	1,887	WB	25	88	D
322	Good Homes Rd	Apopka-Vineland Rd	0.43	Cnty	Urban - Class I	4	E	2,000	30,008	1,592	WB	17	391	C
323	Apopka-Vineland Rd	Hiawassee Rd	1.36	Cnty	Urban - Class I	4	E	2,000	32,342	1,358	EB	8	634	C
324	Hiawassee Rd	Kirkman Rd	1.08	Cnty	Urban - Class I	4	E	2,000	28,720	1,442	WB	15	543	C
325	Kirkman Rd	Ivey Lane	1.59	Cnty	Urban - Class I	4	E	2,000	28,321	1,450	EB	15	535	C
326	Ivey Lane	John Young Pkwy	1.3	Cnty	Urban - Class I	4	E	2,000	21,918	1,114	EB	10	876	C
Old YMCA Rd														
535	Lake Hickory Nut Dr	Avalon Rd	0.47	Cnty	Urban - Class II	2	E	800	1,353	75	EB	782	0	F
Orange Ave														
327	Osceola County Line	West of Turnpike Overpass	0.69	Cnty	Urban - Class I	2	E	880	33,255	1,584	NB	132	0	F
327.1	Town Center Blvd	Fairway Woods Blvd	1.61	Cnty	Urban - Class I	6	E	3,020	35,110	1,659	NB	77	1,284	C
327.2	Fairway Woods Blvd	E. Wetherbee Rd	1.64	Cnty	Urban - Class I	6	E	3,020	36,705	1,793	SB	54	1,173	C
327.5	West of Turnpike Overpass	Town Center Blvd	0.65	Cnty	Urban - Class I	4	E	2,000	33,255	1,584	NB	216	200	C
328	E. Wetherbee Rd	Taft-Vineland Rd	0.8	Cnty	Urban - Class I	6	E	3,020	42,898	2,044	SB	66	910	C
328.1	Taft-Vineland Rd	Landstreet Rd	1.08	Cnty	Urban - Class I	5	E	2,510	36,934	1,873	SB	49	588	C
329	Landstreet Rd	Sand Lake Rd	1.05	Cnty	Urban - Class I	5	E	2,510	43,254	1,817	NB	65	628	C
330	Sand Lake Rd	Hansel Ave (S)	1.14	ST	Urban - Class I	5	E	2,510	43,769	1,582	NB	39	889	C
331	Hansel Ave (S)	Hansel Ave (N)	1.22	ST	Urban - Class II (1-way)	2	E	2,040	25,702	2,313	NB	7	0	F
332	Hansel Ave (N)	Holden Ave	0.75	ST	Urban - Class I	5	E	2,510	51,260	2,607	NB	3	0	F

ID	From	To	Lgth	Maint Agency	Capacity Group	Ln	Min LOS	Total Cap	AADT	PmPk	PkDir	Comm Trips	Avail Cap*	LOS
333	Holden Ave	Pineloch St	1.01	ST	Urban - Class I	5	E	2,510	42,749	1,529	SB	2	979	C
333.5	Pineloch St	Kaley Ave	0.76	ST	Urban - Class I	4	E	2,000	27,222	1,199	SB	1	800	C
334	Kaley Ave	Gore St	0.75	ST	Urban - Class II	4	E	1,700		0	SB	0	1,700	A
335	Gore St	South St	0.55	ST	Urban - Class II (1-way)	3	E	3,072	30,983	1,813	NB	0	1,259	D
335.5	South St	Robinson St	0.5	ST	Urban - Class II (1-way)	3	E	3,072	13,386	1,260	NB	0	1,812	C
336	Robinson St	Colonial Dr	0.51	ST	Urban - Class II (1-way)	4	E	4,104	12,648	811	NB	0	3,293	C
337	Colonial Dr	Garland Ave	0.34	ST	Urban - Class II (1-way)	3	E	3,072	10,340	955	NB	0	2,117	C
339	Garland Ave	Virginia St	0.61	ST	Urban - Class II	3	E	1,250	13,987	731	SB	0	519	D
340	Virginia Dr	Princeton St	0.5	ST	Urban - Class II	2	E	800	14,091	742	SB	0	58	D
341	Princeton St	Clay Ave	0.53	ST	Urban - Class II	4	E	1,700	21,091	1,008	NB	0	692	D
342	Clay Ave	Orlando Ave	0.68	ST	Urban - Class II	4	E	1,700	14,119	773	NB	0	927	D
343	Orlando Ave	Fairbanks Ave	0.74	ST	Urban - Class II	4	E	1,700	17,062	833	SB	0	867	D
Orange Ave / Hansel Ave														
176	Orange Ave	Orange Ave	1.23	ST	Urban - Class I (1-way)	2	E	2,400	24,827	1,586	SB	13	801	C
Orange Blossom Tr														
299	Osceola County Line	Central Florida Greeneway	1.89	ST	Urban - Class I	6	E	3,020	55,434	2,730	SB	121	169	C
299.1	Central Florida Greeneway	Wetherbee Rd / Ginger Mill Blvd	0.81	ST	Urban - Class I	6	E	3,020	48,568	1,785	SB	127	1,108	C
300	Wetherbee Rd / Ginger Mill Blvd	Central Florida Pkwy	1.4	ST	Urban - Class I	6	E	3,020	48,234	2,354	SB	196	470	C

ID	From	To	Lgth	Maint Agency	Capacity Group	Ln	Min LOS	Total Cap	AADT	PmPk	PkDir	Comm Trips	Avail Cap*	LOS
314	Ponkan Rd	Sadler Rd	1.91	ST	Urban - Class I	4	D	2,000	31,447	1,574	NB	523	0	F
314.1	Sadler Rd	Earlwood Ave	1.06	ST	Urban - Class I	4	D	2,000	28,500	1,365	NB	695	0	F
314.15	Earlwood Ave	Lake County Line	1.57	ST	Urban - Class I	4	D	2,000	28,472	1,435	SB	499	66	D
Orangewood Blvd														
344	Beachline Expy	Central Florida Pkwy	0.96	Cnty	Urban - Class I	4	E	2,000	16,651	1,064	SB	38	898	C
Orlando Ave														
279	Orange Ave	Fairbanks Ave	0.5	ST	Urban - Class II	4	E	1,700	38,353	1,768	SB	0	0	F
280	Fairbanks Ave	Lee Rd	0.89	ST	Urban - Class II	4	E	1,700	38,463	1,623	SB	0	77	D
281	Lee Rd	Park Ave	0.5	ST	Urban - Class I	6	E	3,020	44,885	2,404	NB	0	616	C
282	Park Ave	Kennedy Blvd	0.37	ST	Urban - Class I	6	E	3,020	48,353	2,635	NB	0	385	C
283	Kennedy Blvd/ Lake Ave	Horatio Ave	0.64	ST	Urban - Class I	6	E	3,020	55,190	2,832	NB	0	188	C
284	Horatio Ave	Seminole County Line	0.93	ST	Urban - Class I	6	E	3,020	32,349	1,567	SB	0	1,453	C
Orlando Central Pkwy														
345	Lake Ellenor Dr	Orange Blossom Tr	0.25	Cnty	Urban - Class II	4	E	1,700	5,430	320	EB	1	1,379	C
Osceola Pkwy														
347.2	John Young Pkwy	Orange Blossom Tr	1.08	Out County	Urban - Class I	4	E	2,000	48,158	1,758	WB	0	242	C
347.5	Orange Blossom Tr	Orange Avenue	0.7	Out County	Urban - Class I	6	E	3,020	51,927	2,116	EB	20	884	C
Osceola St / Delaney Ave														
347	Baxter Ave	Michigan St	0.65	Cnty	Urban - Class II	2	E	800	15,004	774	0	0	26	E
Overstreet Rd														
347.8	Winter Garden-Vineland Rd	Londale Blvd	1.33	Cnty	Urban - Class II	2	E	800	5,344	351	WB	177	272	D
347.9	Londale Blvd	Ficquette Rd	0.54	Cnty	Urban - Class II	2	E	800	9,209	550	NB	134	116	D
Palm Pkwy / Turkey Lake Rd														
348.55	Winter Garden-Vineland Rd	Central Florida Pkwy	2.68	Cnty	Urban - Class I	4	E	2,000	35,879	1,558	NB	304	138	C

MEMORANDUM

To:	Allison McGillis, AICP Planning & Zoning Director City of Winter Park
From:	James Taylor, P.E. Kimley-Horn and Associates, Inc.
Date:	June 5, 2026
Subject:	The Plaza at 1560 Orange Avenue Response to TIA Methodology comments dated 5/26/2026

Kimley-Horn has received comments from the City of Winter Park regarding the Traffic Impact Analysis (TIA) Methodology for the proposed The Plaza at 1560 Orange Avenue development. Comments were provided via email correspondence (5/26/2026). The June 2026 TIA was drafted to address these comments. Comment responses are provided below:

1. Because the project relies on parking located across Orange Avenue, please evaluate and discuss pedestrian connectivity and expected pedestrian crossing activity between the primary site and the off-site parking lot, including any potential operational or safety considerations along Orange Avenue and at Harmon Avenue.

   KH RESPONSE: Section 9.2 of the provided TIA explains anticipated pedestrian crossing activity between the primary site and the off-site parking lot.

2. Please include a discussion regarding valet operations, rideshare activity, delivery/loading activity, and any anticipated curbside conflicts associated with the restaurant component, especially during peak dining periods.

   KH RESPONSE: Section 9.3 of the provided TIA provides an explanation of valet operations, where rideshare activity is anticipated, and the location of the building's loading dock.

3. Please confirm whether the PM peak hour selected for analysis represents the actual highest impact hour associated with the restaurant use. Depending on the anticipated operations, staff may request supplemental analysis during a restaurant peak period if materially different from the commuter PM peak hour.

   KH RESPONSE: As shown in the Trip Generation Table in Section 5.0 of the TIA, the total generated trips in both the AM and PM peak hours are very similar – 260 total AM trips and 267 total PM trips. The TIA considers the trip generation potential of the proposed uses based on the peak hour of the adjacent roadways. If the peak trip generation potential for the fine dining restaurant is after the commuter PM peak hour (4-6 PM), the volumes on the adjacent roadways are anticipated to be lower. It is industry standard to evaluate the impact of a development based on adjacent roadway's peak hour when cumulative volumes on roads are at their highest.

4. Please also include a brief discussion regarding site circulation between the two parking areas and whether any signage, wayfinding, or operational measures are proposed to minimize confusion and unnecessary circulation on adjacent neighborhood streets. I anticipate adding a condition of this request that valet or restaurant patrons cannot use the offsite parking in order to mitigate the neighboring residential concerns of new parking lot activity.

   KH RESPONSE: Section 9.1 of the provided TIA indicates that the applicant will coordinate with the City on potential signage in each parking lot and states that the additional lot is for employees.

We believe these comment responses adequately address the City of Winter Park's comments. Please reach out if these comments require further discussion.

Sincerely,

KIMLEY-HORN



James Taylor, P.E.

COMMUNITY MEETING NOTICE

A conditional use permit application has been filed with the City of Winter Park for property located at 1441, 1451, 1461 and 1560 Orange Avenue, Winter Park, Florida 32789, parcel ID numbers: 12-22-29-6432-07-010, 12-22-29-6432-07-030, 12-22-29-6432-07-040, 12-22-29-6432-08-010 (the "Property").

The Applicant is seeking to redevelop the first floor as a café (50 seats) and restaurant (301 seats).

The development team is hosting a community meeting to present information about the proposed project on Wednesday, May 27, 2026, from 5:30 p.m. until 6:30 p.m. in the lobby of the Hub Building, located at 1560 Orange Avenue, Winter Park, Florida 32789.

If you have any questions and/or cannot attend, please contact Kathryn Isaac via email at kathryn.isaac@lowndes-law.com. We look forward to talking to you.

PROPOSED PROJECT SITE



Please note this matter will be heard at the following Public Hearings:

P&Z July 7, 2026, 5:00 P.M.

City Commission July 22, 2026, 3:30 P.M.

Both will be heard at – City Hall Commission Chambers, 401 S. Park Ave. Winter Park, FL 32789

owndes

ORLANDO FL 328
7 MAY 2026 PM 4 L



quadient
FIRST-CLASS MAIL
IMI
$000.74 0
05/07/2026 ZIP 32801
043M31252228

US POSTAGE

CITY OF WINTER PARK
PLANNING AND ZONING
ATTN.: ALLISON MCGILLIS
401 S PARK AVE
WINTER PARK, FL 32789-50

32789-438699

owndes

ORLANDO FL 328
7 MAY 2026 PM 4 L



quadient
FIRST-CLASS MAIL
IMI
$000.74 0
05/07/2026 ZIP 32801
043M31252228

US POSTAGE

CITY OF WINTER PARK
401 SOUTH PARK AVE
WINTER PARK, FL 32789

32789-438699

May 27, 2026
5:30 to 6:30 p.m.
The HUB – 1560 Orange Ave

Community Meeting Summary Report

I. Overview

A community meeting was held regarding the CUP application filed with the City of Winter Park for a proposed café and restaurant on property located at 1441, 1451, 1461 and 1560 Orange Avenue, Winter Park, Florida 32789, parcel ID numbers: 12-22-29-6432-07-010, 12-22-29-6432-07-030, 12-22-29-6432-07-040, 12-22-29-6432-08-010 (collectively, the "Property").

II. List of affected parties (with addresses) that were notified of the proposed project and invited to the Community Meeting.

Please see Exhibit A.

III. Number of Community Meeting Notices distributed.

142 notices were mailed to property owners within 500 feet of the Property and the Winter Park Planning and Zoning Department. This information was found on the Orange County Property Appraiser.

IV. A copy of the Community Meeting Notice.

Please see Exhibit B.

V. Community Meeting Notice distribution date and method.

The notices were mailed via USPS mail on May 7, 2026.

VI. The date and location of the Neighborhood Meeting.

The meeting was held on May 27, 2026, in the lobby the Hub Building, located at 1560 Orange Avenue, Winter Park, Florida 32789 from 5:30 p.m. – 6:30 p.m.

VII. The number of people that participated in the Neighborhood Meeting.

Several members of the community attended and nine (9) members of the community signed in. The sign-in sheet is attached as Exhibit C. Additionally, in attendance from the project team were: Rebecca Wilson, Corey Dean, Odeida Alvarez, Ray Scott, James Taylor and Cindy Jiang.

VIII. A Summary of items discussed at the community meeting.

The neighborhood has two areas of concern: (i) traffic and (ii) noise.

- Traffic

Several members of the community expressed concerns about existing cut-through traffic and the potential for additional traffic. Concerns were also expressed related to the existing intersection of Westchester Avenue and Orange Avenue. Some community members commented on the timing of the FDOT signal at Orange Avenue and S. Orlando Avenue.

The project team explained the desire to keep as much traffic as possible out of the neighborhood. The project team is considering adjustments of existing curb cuts to discourage cut-through traffic. The project team is completing a comprehensive traffic analysis and will pay special attention to cut-through issues.

- Noise

Neighbors on Orange Avenue to the north of the property had concerns related to noise from patrons. The project team shared that all deliveries and garbage pickup occur under the south side of the building. The project team also explained that the restaurant will have valet available in the evenings to keep patrons near the restaurant entrance. In addition, the perimeter of the parking lot will include enhanced landscaping to buffer noise. The project complies with the City's requirements to mitigate with landscaping and walls when within 300 ft of residential.

- General Discussion

The neighbors and project team generally discussed the potential park enhancements, Orwin Manor signage, hours of operation (restaurant expected 11:30 a.m. to 3:00 p.m. and 5:00 p.m. with last seating at 9:00 p.m.; café expected 7:30 a.m. to noon.)

EXHIBIT A

1400 WINTER PARK LLC
2930 BISCAYNE BLVD
MIAMI, FL 33137

1111 SOUTH ORLANDO AVENUE LLC
701 COLUMBIA BLVD
TITUSVILLE, FL 32780

GATEWAY PLAZA LTD
1201 S ORLANDO AVE STE 100
WINTER PARK, FL 32789

KIM YOUNG H
HUYNH DIEM N
1289 HARMON AVE
WINTER PARK, FL 32789

VAN DYKE BARBARA TR
3791 SHAFFER AVE SE
KENTWOOD, MI 49512

PYLE CATHERINE LYNN
1277 HARMON AVE
WINTER PARK, FL 32789

STEINBERG CHARLES R
1287 HARMON AVE
WINTER PARK, FL 32789

CARACAUS RICHARD
1297 HARMON AVE
WINTER PARK, FL 32789

CALDWELL LORI J
193 OVERLOOK RD
WINTER PARK, FL 32789

DOT/STATE OF FLORIDA
719 S WOODLAND BLVD
DELAND, FL 32720

CITY OF WINTER PARK
401 SOUTH PARK AVE
WINTER PARK, FL 32789

WINTERPARK STATION LLC
941 W MORSE BLVD STE 315
WINTER PARK, FL 32789

CHRISTINE NGUYEN L L C
1330 S ORLANDO AVE
WINTER PARK, FL 32789

CSX TRANSPORTATION INC
500 WATER ST
JACKSONVILLE, FL 32202

1350 ASSN INC
1350 S ORLANDO AVE STE 1
WINTER PARK, FL 32789

WINTERPARK STATION LLC
1350 ORANGE AVE
WINTER PARK, FL 32789

TOWNHOMES AT HARPER PLACE
PROPERTY OWNERS ASSN INC
PO BOX 2252
WINTER PARK, FL 32790

ROBINSON TARA M
1257 INDIANA AVE
WINTER PARK, FL 32789

THARP RICHARD
1255 INDIANA AVE
WINTER PARK, FL 32789

SELON ETIENNE
OMNES CAROLINE
8324 LINDAHL ALY
ORLANDO, FL 32827

COPELAND LORI
1251 INDIANA AVE
WINTER PARK, FL 32789

DONNA M CARLSON REVOCABLE
TRUST
2806 WILLOW BAY TER
CASSELBERRY, FL 32707

TRICKER KIMBERLEY D
MCDONALD MADISON A
1211 SCHULTZ AVE
WINTER PARK, FL 32789

BRITNELL SEAN
BRITNELL PATAMA
7828 MURCOTT CIR
ORLANDO, FL 32835

FREY COLLON EARL
FREY ROBIN D
3112 HOLLIDAY AVE
FOREST CITY, FL 32703

1351 HARMON AVENUE LLC
70 W LUCERNE CIR APT 1509
ORLANDO, FL 32801

1341 HARMON AVENUE LLC
70 W LUCERNE CIR APT 1509
ORLANDO, FL 32801

1331 HARMON AVENUE LLC
70 W LUCERNE CIR APT 1509
ORLANDO, FL 32801

MCCRACKEN CHRIS CAMPBELL
1321 HARMON AVE
WINTER PARK, FL 32789

MCCRACKEN CHRIS CAMPBELL
1311 HARMON AVE
WINTER PARK, FL 32789

MCCRACKEN CHRIS C
1313 HARMON AVE
WINTER PARK, FL 32789

DAMNJANOVIC SERENA
1451 CAVENDISH RD
WINTER PARK, FL 32789

HEROD MARGARET M LIFE ESTATE
REM: SARAH GRACE HEROD
1501 CAVENDISH RD
WINTER PARK, FL 32789

CADE SHAYNE P
1521 CAVENDISH RD
WINTER PARK, FL 32789

AMLIE BERIT
1531 CAVENDISH RD
WINTER PARK, FL 32789

GRULA RICHARD
WELLS NATALIE
1575 CAVENDISH RD
WINTER PARK, FL 32789

MANSFIELD ANDREW M
MILLER CAROLYN F
1338 SUFFOLK RD
WINTER PARK, FL 32789

VILLAMIZAR CESAR GARCIA
1328 SUFFOLK RD
WINTER PARK, FL 32789

ANSLEY MARY BETH
1364 HARMON AVE
WINTER PARK, FL 32789

MCINTYRE JOSEPH G
1340 HARMON AVE
WINTER PARK, FL 32789

EVANS PALMER BALDWIN LIVING
TRUST
1640 FOREST AVE
WINTER PARK, FL 32789

WP STATION TOWER LLC
941 W MORSE BLVD STE 315
WINTER PARK, FL 32789

PILEGGI GARY F
PILEGGI MARGARET M
1471 ORANGE AVE
WINTER PARK, FL 32789

ATISH D SHAH REVOCABLE TRUST
1481 N ORANGE AVE
WINTER PARK, FL 32789

SWANSON MARK R
1485 ORANGE AVE
WINTER PARK, FL 32789

GALLETTA MICHAEL LIFE ESTATE
GWINN ELIZABETH LIFE ESTATE
1501 ORANGE AVE
WINTER PARK, FL 32789

SPENCER AIMEE M
1509 ORANGE AVE
WINTER PARK, FL 32789

LIM FELICIA
1545 ORANGE AVE
WINTER PARK, FL 32789

SHAPIRO JASON
SHAPIRO TAMMI
1565 N ORANGE AVE
WINTER PARK, FL 32789

SALIBA WILSON QUELHO KAISER
ASSUMPCAO RACHEL CLARK PERES
1564 CAVENDISH RD
WINTER PARK, FL 32789

FOUR FAMILY TRUST
1554 CAVENDISH RD
WINTER PARK, FL 32789

KIMMELL KIMBERLY
1530 CAVENDISH RD
WINTER PARK, FL 32789

QUINONES EVA SUSAN
QUINONES ALICE R
1520 CAVENDISH RD
WINTER PARK, FL 32789

GO JEAN KATHRYN TAN
1500 CAVENDISH RD
WINTER PARK, FL 32789

BEELER CAROL A
2005 WOODLAWN DR
ORLANDO, FL 32803

HARRIS HOWARD EVANS JR
HARRIS SUZY
1521 HIGHLAND RD
WINTER PARK, FL 32789

UNDERWOOD THEODOSIA
UNDERWOOD CYNTHIA M
1430 CAVENDISH RD
WINTER PARK, FL 32789

ORANGE COUNTY PHYSICIANS GROUP L L C
301 N JOHN YOUNG PKWY
KISSIMMEE, FL 34741

TRAN-NGUYEN REVOCABLE TRUST
1420 CAVENDISH RD
WINTER PARK, FL 32789

TAVERN SQUARE PROPERTIES LLC
PO BOX 298
SATSUMA, FL 32189

ALLEN RUSSELL P
1120 SCHULTZ AVE
WINTER PARK, FL 32789

WINTER PARK STATION LLC
1350 N ORLANDO AVE STE 100
WINTER PARK, FL 32789

WINTERGATE LLC
1350 ORANGE AVE STE 100
WINTER PARK, FL 32789

CORTES NATHALIE
1118 SCHULTZ AVE
WINTER PARK, FL 32789

LUPO JON
1373 ORCHID AVE
WINTER PARK, FL 32789

MARNY V MINARSCH REVOCABLE TRUST
1645 ALGONQUIN TRL
MAITLAND, FL 32751

KULP DEBORAH D
66 CARRIAGE HILL CIR
CASSELBERRY, FL 32707

CPWP LLC
2214 VIA LUNA
WINTER PARK, FL 32789

1005 GARDEN WP LLC
2115 LAKESIDE DR
ORLANDO, FL 32803

KNIGHT RONNIE J
2010 N COUNTRYSIDE CIR
ORLANDO, FL 32804

PUMPKIN PATCH PROPERTIES LLC
1244 MAYFIELD AVE
WINTER PARK, FL 32789

ST JOHN EVANGELICAL LUTHERAN CHURCH OF ORLANDO AND WINTER PARK INC
1600 S ORLANDO AVE
WINTER PARK, FL 32789

ZISKIND 2026 LIVING TRUST
1234 WARNER CT
LAFAYETTE, CA 94549

JIMENEZ GARY
JIMENEZ DARLYN
235 RIPPLING LN
WINTER PARK, FL 32789

ST JOHN EVANGELICAL LUTHERAN CHURCH
1600 S ORLANDO AVE
WINTER PARK, FL 32789

GATEWAY PLAZA LTD
1201 S ORLANDO AVE STE 100
WINTER PARK, FL 32789

NEELY SARAH ELIZABETH
1375 SUFFOLK RD
WINTER PARK, FL 32789

BUSH GARY
BUSH LINDA W
1081 N LAKE SYBELIA DR
MAITLAND, FL 32751

BURT LINDSEY R
1379 SUFFOLK RD
WINTER PARK, FL 32789

KEEGAN WILLIAM L 50% INT
VON GAL CHRISTOPHER 50% INT
1631 LAKE KNOWLES CIR
WINTER PARK, FL 32789

MARTIN NANCY P
1437 SUFFOLK RD
WINTER PARK, FL 32789

LOEW EDWARD J
LOEW STACY I
1415 WESTCHESTER AVE
WINTER PARK, FL 32789

RILEY L HARWOOD TRUST
1423 WESTCHESTER AVE
WINTER PARK, FL 32789

ELIZABETH CLARKE CAVANNA
REVOCABLE TRUST
1443 WESTCHESTER AVE
WINTER PARK, FL 32789

STIRNA ROBERT
STIRNA MEAGHAN
1440 BUCKINGHAM RD
WINTER PARK, FL 32789

DHINGRA RAVI MARTIN
1430 BUCKINGHAM RD
WINTER PARK, FL 32789

CURLEY STEPHEN THOMAS
1575 N ORANGE AVE
WINTER PARK, FL 32789

BELL CARLO
BELL ELIZABETH
1581 ORANGE AVE
WINTER PARK, FL 32789

MOLLENHAUER JILL B
TRAINOR JACK E
1583 ORANGE AVE
WINTER PARK, FL 32789

KOVALY VICKI BISHOP
1401 WESTCHESTER AVE
WINTER PARK, FL 32789

SALIBA WILSON QUELHO KAISER
ASSUMPCAO RACHEL CLARK PERES
1564 CAVENDISH RD
WINTER PARK, FL 32789

BRANDON THEODORA
GREGORIO MAURO LAURO
1450 SUFFOLK RD
WINTER PARK, FL 32789

DEVANE ANDREW H
DEVANE REBECCA H
2120 FORREST RD
WINTER PARK, FL 32789

1574 CAVENDISH TRUST
2441 THORNRIDGE RD
CHARLOTTE, NC 28226

GUNTER REGAN A
GUNTER DONALD R JR
1620 ORANGE AVE
WINTER PARK, FL 32789

THOMAS ANDREW
1630 ORANGE AVE
WINTER PARK, FL 32789

CHANTARA ALIYA
37550 PHELPS RD
ZEPHYRHILLS, FL 33541

NADHIRI ASILI Y
NADHIRI NEEMA YA
1650 ORANGE AVE
WINTER PARK, FL 32789

MOLINARI CARLOS ALBERTO
1660 ORANGE AVE
WINTER PARK, FL 32789

LUMAC VENTURES LLC
PO BOX 940578
MAITLAND, FL 32794

GAY GABRIELE M
1617 ORANGE AVE
WINTER PARK, FL 32789

PATEL NEEL R
PATEL SEJAL
1713 LOOKOUT LANDING CIR
WINTER PARK, FL 32789

ORANGE BUILDING LLC
PO BOX 940867
MAITLAND, FL 32794

THEUNE EVAN R
MADY MORGAN
1675 ORANGE AVE
WINTER PARK, FL 32789

KIRTANE SACHIN
1470 WESTCHESTER AVE
WINTER PARK, FL 32789

LUNDY MICHAEL
1460 WESTCHESTER AVE
WINTER PARK, FL 32789

BOWEN JUSTIN
BOWEN MARY ANNE HOLLS
1440 WESTCHESTER AVE
WINTER PARK, FL 32789

PENA THOMAS C
HINES WILLIAM D
1420 WESTCHESTER AVE
WINTER PARK, FL 32789

RILEY RAMELLE
REK TINA BLONDET
1345 WESTCHESTER AVE
WINTER PARK, FL 32789

TODD DOUGLAS W
TODD ELISA A
20 SANFORD AVE
WEST CALDWELL, NJ 07006

STEVENS DEFOREST L
3337 MIDDLESEX RD
ORLANDO, FL 32803

TAB L BISH REVOCABLE LIVING TRUST
873 NOTTINGHAM ST
ORLANDO, FL 32803

WENRICH MEGAN LIFE ESTATE
WENRICH MICHAEL ALLEN LIFE ESTATE
865 NOTTINGHAM ST
ORLANDO, FL 32803

FOGARTY TAYLOR L
861 NOTTINGHAM ST
ORLANDO, FL 32803

PARKER JOSHUA
SEIDMAN DALLAS
855 NOTTINGHAM ST
ORLANDO, FL 32803

SERIGNESE CHRISTOPHER
851 NOTTINGHAM ST
ORLANDO, FL 32803

SERIGNESE CHRISTOPHER
SERIGNESE NATALIA
851 NOTTINGHAM ST
ORLANDO, FL 32803

MARGARET HITCH PRICE
TESTAMENTARY TRUST
1411 EDGEWATER DR STE 100
ORLANDO, FL 32804

WEBSTER BARBARA L LIFE ESTATE
REM: KARI LIN LAVOIE
1470 LEITH AVE
WINTER PARK, FL 32789

MILLER JAMIE
1460 LEITH AVE
WINTER PARK, FL 32789

GRACE LIVING TRUST
1450 LEITH AVE
WINTER PARK, FL 32789

BUCKLEY BEVERLY
1440 LEITH AVE
WINTER PARK, FL 32789

RIGGS FAMILY TRUST
1420 LEITH AVE
WINTER PARK, FL 32789

FITZSIMMONS WILLIAM E JR LIFE ESTATE
FITZSIMMONS SHIRLEY A LIFE ESTATE
1411 NORFOLK AVE
WINTER PARK, FL 32789

GRAHAM KELLEY MARIE ESTATE
1421 NORFOLK AVE
WINTER PARK, FL 32789

BURGER TREVOR ALLEN
JAMES MAREE SU-YIN
1441 NORFOLK AVE
WINTER PARK, FL 32789

CULLEY STUART K
CULLEY PAMELA J
1451 NORFOLK AVE
WINTER PARK, FL 32789

CAPRA ANDREW P
CAPRA JACQUELINE M
1501 NORFOLK AVE
WINTER PARK, FL 32789

GARY AVERILL AND TRACY HADLEY FAMILY TRUST
1515 NORFOLK AVE
WINTER PARK, FL 32789

INNATE MODERN LLC
221 OAKWOOD WAY
WINTER PARK, FL 32789

WOLDEHANNA ALEXANDER
WOLDEHANNA LORIANNE
1551 NORFOLK AVE
WINTER PARK, FL 32789

REICH PAUL D
ZIMMERMAN ANNE E
1550 NORFOLK AVE
WINTER PARK, FL 32789

CRISSEY MARIA A LIFE ESTATE
REM: THERON CRISSEY
1530 NORFOLK AVE
WINTER PARK, FL 32789

REYNAFARJE GABRIELA
1520 NORFOLK AVE
WINTER PARK, FL 32789

CARPENTER KAY BROCK LIFE ESTATE
REM: RACHEL ELIZABETH CARPENTER
1510 NORFOLK AVE
WINTER PARK, FL 32789

MARY E WALTERS TRUST
106 KING ST
CHARLESTON, SC 29401

HOOPER CHARLES J
1444 NORFOLK AVE
WINTER PARK, FL 32789

BAUER MORGAN EDWARD
ALVES LEANA MARIA
1008 HIGH POINT LOOP
LONGWOOD, FL 32750

ADAMS JAMES ROBERT
1021 NOTTINGHAM ST
ORLANDO, FL 32803

CEN JOHN JIANG
HUANG NING
1015 NOTTINGHAM ST
ORLANDO, FL 32803

MCKINNEY JENNA
1001 NOTTINGHAM ST
ORLANDO, FL 32803

CITY OF WINTER PARK
PLANNING AND ZONING
ATTN.: ALLISON MCGILLIS
401 S PARK AVE
WINTER PARK, FL 32789-50

EXHIBIT B

COMMUNITY MEETING NOTICE

A conditional use permit application has been filed with the City of Winter Park for property located at 1441, 1451, 1461 and 1560 Orange Avenue, Winter Park, Florida 32789, parcel ID numbers: 12-22-29-6432-07-010, 12-22-29-6432-07-030, 12-22-29-6432-07-040, 12-22-29-6432-08-010 (the "Property").

The Applicant is seeking to redevelop the first floor as a café (50 seats) and restaurant (301 seats).

The development team is hosting a community meeting to present information about the proposed project on Wednesday, May 27, 2026, from 5:30 p.m. until 6:30 p.m. in the lobby of the Hub Building, located at 1560 Orange Avenue, Winter Park, Florida 32789.

If you have any questions and/or cannot attend, please contact Kathryn Isaac via email at kathryn.isaac@lowndes-law.com. We look forward to talking to you.

PROPOSED PROJECT SITE



Please note this matter will be heard at the following Public Hearings:

P&Z July 7, 2026, 5:00 P.M.

City Commission July 22, 2026, 3:30 P.M.

Both will be heard at – City Hall Commission Chambers, 401 S. Park Ave. Winter Park, FL 32789

EXHIBIT C

COMMUNITY MEETING SIGN-IN SHEET

Meeting Location: The HUB, 1560 Orange Avenue, Winter Park, FL 32789
Date/Time: May 27, 2026; 5:30 – 6:30 PM

Name	Address	Email	Phone
Laura Turner	Crum Manor resident	turnerlk1@aol.com	407-620-8095
Jamie Miller	1460 Leith Ave., Winter Park	jamie327641@yahoo.com	407-937-9988
Barbara Webster	1470 Leith Ave WP	irpinkie@AOL.COM	407 325 2616
Charles Steinberg	1257 Harmon Ave WP	crsteinberg1@gmail.com	407-230-5088
KRISTIN & STEPHEN PATEGAS	1425 BERKSHIRE AVE	SPATEGAS@GMAIL.COM	407.579.9352
Jason Shapiro	1565 Orange Ave WP	Jshapiro@brookthrubee.com	407 733 1055
Michael Spencer	1509 orange Ave WP	Michael.spencer.fpna@yahoo.com	407-462-2060
Mauro Gregorio	1450 Suffolk Rd, Winter Park, FL	mauro1greg@gmail.com	305-282-8879

June 26, 2026

Atish Shah
1481 Orange Avenue
Winter Park, FL 32789

Planning & Zoning Board
City of Winter Park
401 South Park Avenue
Winter Park, FL 32789
planning@cityofwinterpark.org

Re: Opposition to Conditional Use Permit Application for 1560 Orange Avenue

Dear Messrs. Dick, Johnson, King, Segal, Steinberg, Stringfellow, and Ms. Sarkisian:

I respectfully oppose the conditional use permit application for 1560 Orange Avenue. The building owner ("applicant") proposes to redevelop a portion of its office building into a 50-seat café and 301-seat bar/restaurant, creating a 351-seat drinking and dining complex ("complex.") The complex is within 300 feet of my residential property. As currently contemplated, off-site parking at 1441, 1451, and 1461 Orange Avenue and a portion of the complex's outdoor seating would each be located within 150 feet of my residential property. The proposed use is incompatible with the Orwin Manor residential area for the reasons below:

1. **This usage change contradicts the City's Comprehensive Plan and future land-use objectives.**

    a. The proposed use in this neighborhood does not maintain the City's traditional scale and character, per Policy 1-1.2.1, nor does it prevent the proliferation of urban sprawl, per Objective 1-3.1.
    b. The proposed use does not preserve the quality and character of Winter Park's neighborhoods, per Objective 1-5.2, and appears to violate Objective 1-5.3, which stipulates that any intrusion of non-residential land uses should be discouraged to protect established residential neighborhoods from encroachment.

c. Objective 1-5.4 stipulates that redevelopment must be compatible with the scale and character of the surrounding area, which is not the case for this redevelopment.
d. As to "Planning Area J," it is unlikely that the proposed redevelopment is consistent with the intent of Policy 1-J-1, which limits multifamily and non-residential land-use encroachment and further limits even low- and medium-density residential uses because of the character of this single-family neighborhood.
e. As to the Housing Element section of the Plan, it is unclear how this change in use aligns with the neighborhood planning process outlined in Policy 3-1.5.7, Protection of Established Neighborhoods.

2. Complex use would be far more intensive than existing office use.

Use of the complex would be far more intensive than office use, given its size, operating hours, customer turnover, outdoor gatherings, deliveries, refuse handling, kitchen exhaust, grease management, pest control considerations, parking needs, and noise and traffic impacts.

Although I have asked both the City Planning & Zoning Department ("P&Z") and representatives of the applicant, I have not been provided examples of similarly sized drinking and/or dining venues located so close to single-family homes. Olive Garden, P.F. Chang's, AVA, Bar Italia, Hillstone, and Sixty Vines each have fewer seats than the bar/restaurant component of this complex, and none appear to be located in such close proximity to single-family residences.

With more than 15% of the complex's square footage estimated to consist of indoor and outdoor bars and contiguous alcohol-oriented lounge spaces, the proposed use may function more like a bar or drinking venue than a café and restaurant. Because neither the applicant nor P&Z has responded to my inquiries, it remains unclear what portion of revenue and profitability is expected to come from beverage sales.

3. Traffic, parking, and noise are serious unmitigated concerns.

As submitted, the traffic impact study is unacceptable because:

a. The traffic impact study was not completed in coordination with FDOT, which manages SR 527 Orange Avenue. SR 527 Orange Avenue has a history of accidents, crashes, and fatalities. Any proposal that would increase vehicle

trips, turning movements, pedestrian crossings, or similar activity should receive heightened safety review in coordination with FDOT.

b. The traffic impact study contains errors that I have pointed out to both P&Z and the applicant, with no response received.
c. The traffic impact study indicates baseline traffic operating above acceptable norms, including E and F ratings. At P&Z's direction, I attempted to engage with Charles Ramdatt but have received no response. The cumulative impact of developments, zoning changes, and use changes on traffic and safety should be considered.
d. It is unclear how cut-through traffic, driveway and pedestrian conflicts, the lack of City Police traffic enforcement in this neighborhood, the historical relevance of accidents and fatalities, and the impracticality of the off-site parking were evaluated by Kimley-Horn.

As to parking, the inclusion of off-site parking at 1441, 1451, and 1461 Orange Avenue is not appropriate. Following FDOT SR 527 Safety Improvements Project #445691-1, the road configuration and traffic conditions have made that off-site parking impractical for serving 1560 Orange Avenue. Pedestrian safety is also a concern, particularly for anyone walking around the complex or between the complex and the off-site parking.

The published map for future land use, Map FLUM-1-21, dated September 2023, shows the off-site parking colored yellow to reflect single-family residential zoning. I have received no answer from P&Z as to why the off-site parking is shown with inaccurate zoning. Additionally, the traffic impact study shows the off-site parking as "residential" as well.

Regarding noise, no impact study is being conducted. As a result, the contemplated mitigation measures have no defined goal or target, and there would be no clear way to evaluate their effectiveness. Bushes and low-level planters appear unlikely to meaningfully limit noise during early and late hours, given outdoor drinking and dining, increased vehicle and pedestrian traffic, and employees crossing SR 527 Orange Avenue to access off-site parking. A venue similar to Bar Italia, which the applicant has identified as the only comparable restaurant, would be noisy for this residential area; Bar Italia also has fewer seats than the proposed bar/restaurant component of this complex.

4. The operating plan raises additional questions about fit within the surrounding residential area.

I have requested, but neither P&Z nor the applicant has yet shared an operating plan for the complex.

The bar/restaurant component of the complex is larger than other Winter Park fine-dining concepts, most of which are located in established entertainment, dining, retail, or commercial areas. This raises questions about characterization, scale, customer volume, advertising, signage, and compatibility with the surrounding area.

As to operating hours, when the proposed café and bar/restaurant hours are aggregated, the complex would serve customers for 14 to 16 hours each day, including until 10 p.m. on weeknights and 11 p.m. on weekends. Because most office tenants operate during weekday business hours, this change in use would expand the volume and duration of commercial activity in this residential neighborhood. It would also create a significant increase in late-night and weekend activity, including alcohol-related activity near residences. The currently contemplated operating hours are longer and later than those described to the Board during its May 26th workshop meeting. Limitations on last seating or last call would be difficult to enforce and would still allow large-scale, high-volume events and buyouts to continue until closing. Employees would also work at the complex before opening and after closing, so the daily period of activity would exceed the 14 to 16 customer-serving hours.

In addition to the four substantive concerns above, there are three process-related concerns, as set forth below:

1. Potential conflicts of interest and coordination with the applicant raise questions.

A Planning and Zoning Board member may have a potential conflict if he is a counterparty to a transaction with the applicant or its affiliate. If so, and if that Board member participated in discussion of this redevelopment at the Planning and Zoning Board workshop on May 26th and/or at the community meeting on May 27th, that participation would raise process-related concerns.

To preserve public confidence, any Planning & Zoning Board member with a financial, business, professional, personal, or other relationship with the building owner, applicant, tenant, consultants, representatives, or any materially interested party should disclose the specific nature of the relationship in writing well in advance, address any potential conflict under applicable requirements, and recuse themselves from discussions about the relevant subject matter—not merely from a final recommendation or vote.

P&Z should ensure its work is guided by the City's Comprehensive Plan, neighborhood compatibility, and long-term land-use goals, rather than by the preferences of an individual property owner or redevelopment proposal. Forwarding homeowner emails to the applicant without the homeowner's knowledge or permission creates the appearance that P&Z is closely coordinating with, or aligned with, applicants.

2. Inaccurate, incomplete, or misleading information must be corrected.

Some information provided at the May 27th community meeting and by P&Z appears to be inaccurate. Information presented to the public should be accurate, complete, and consistent with the application materials. If the contents of the application are not yet known at the time of meetings or inquiries, the meeting and responses should be delayed, and the process should be paused until key topics are clear. Inaccurate, incomplete, or inconsistent information regarding traffic, parking, operating hours, seating, alcohol or bar service, neighborhood impacts, or mitigation should be corrected through additional meetings or with written correspondence to the neighborhood. Those meetings and corrections should occur well in advance of the scheduling of public hearings.

3. The lack of timely and complete information limits meaningful public review.

Several questions remain unanswered, and materials for the July 7th Planning and Zoning Board meeting have not been posted. As July 2, 3, and 6 are Florida state holidays, only four business days remain before the meeting. If materials are posted too late for meaningful public review, the application should be denied. As I have previously stated to all parties, July 7th is not a reasonable date for homeowners to attend a public hearing, given events surrounding major public holidays, including Independence Day and America 250.

Thank you for your consideration and for your service to the City of Winter Park.

Respectfully submitted,

Atish Shah

From: Johnson, Jason
To: Atish Shah
Cc: Allison McGillis; Johnson, Jason
Subject: Re: [EXTERNAL] from WP resident regarding 1560 Orange Avenue
Date: Thursday, June 18, 2026 12:41:25 PM
Attachments: image001.png

Mr. Shah,

Thank you for your email.

Please share your further input via email, and please be sure to copy Ms. McGillis (so that our communications are properly part of the record and can be shared with other members of the Planning & Zoning board).

Thank you,

Jason

Gunster

Jason Johnson | Shareholder
200 South Orange Avenue, Suite 1400
Orlando, FL 32801
p 407.406.5255 **f** 407.849.1233 **m** 407.415.8465
gunster.com | jjohnson@gunster.com | bio | vCard

From: Atish Shah <atishdshah@yahoo.com>
Sent: Thursday, June 18, 2026 12:33 PM
To: Johnson, Jason <jjohnson@gunster.com>
Subject: from WP resident regarding 1560 Orange Avenue

This email originated from **outside** of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Johnson,

Hope this message finds you well.

I live at 1481 Orange Ave. in the Orwin Manor residential area of Winter Park. I have learned that Demetree Global's application for a CUP at 1560 Orange Avenue, which is across the street from my home, is slated to be discussed at the July P&Z meeting.

While I have been communicating with Allison McGillis and the building

owners representatives, there are still significant questions that have not yet been answered. As such, I would respectfully ask that this agenda item be deferred to a later P&Z committee meeting. The reason for this request is as follows:

a) homeowners need more time to understand this project and issues related to traffic, noise, parking, etc.
b) many residents are away or otherwise busy that week with July 4th and America250 celebrations
c) the state of FL is closed July 2, 3, and 6th as well
d) residents need to better understand any conflicts between the applicant and committee members and/or city commissioners. I understand Mr. Steinberg is somehow conflicted, but do not know the nature of the conflict or if others are also conflicted due to investments with Demetree, it's affiliates, or in this project.

In advance of the meeting, I intend to provide input to you regarding this application. If you would like me to do this via phone, please let me know. Otherwise, I will send my thoughts to you via email.

Thank you for your service to the Winter Park community.

Best regards,

Atish Shah
1481 Orange Avenue, Winter Park FL
atishdshah@yahoo.com